

The Hongkong Telegraph

(ESTABLISHED 1881.)

Copyright, 1914 by the Proprietor.

WEATHER FORECAST

FINE

Barometer 29.84

June 17, 1914, Temperature 6 a.m. 83, 2 p.m. 85.
Humidity 79, 75

June 17, 1913, Temperature 6 a.m. 80 p.m. 88.
Humidity 50, 58

2825 週四十二月五五年寅甲

WEDNESDAY, JUNE 17, 1914.

三拜圖 朝七拾月大英書

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TELEGRAMS.

INTERNATIONAL POLO.

ENGLAND WINS RUBBER.

[Reuter's Service To The "Telegraph."] London, Received June 17. In the second polo test match England won by four goals to three and one quarter. England thus wins the rubber.

Later.

The corrected score is four to two and three-quarters.

FRENCH POLITICS.

CONFIDENCE IN NEW MINISTRY.

[London, Received June 17.] Reuter's Paris correspondent states that the Chamber has passed a vote of confidence in the new Ministry by 370 votes to 137.

The new Ministry's declaration says its first act will be to pass the Loan and introduce a graduated Income Tax on the Budget. The Three Years' Service Law will strictly be enforced until the Government is able to propose a partial lightening of the military burdens.

Nearing the Palace.

Reuter's correspondent at Durazzo states that the rebels were to-day within a thousand yards of the Palace.

Rebels Withdraw.

A message from Durazzo at noon states that as a result of the arrival of reinforcements, the rebels have withdrawn along the whole line.

Must be Tested.

[London, Received June 17.] Reuter's Paris correspondent states that M. Viviani, the Premier, replying to the debate, said the youth of the country must be tested in the field and at the butts. Till this was done the period of service in the Regular Army could not be curtailed.

EMPEROR DISASTER.

ENQUIRY OPENS.

[London, Received June 17.] Reuter's correspondent at Quebec states that the enquiry into the sinking of the Empress of Ireland has opened there.

DAUGHTER OF AMERICAN NAVY.

English Girl's Romantic Story.

Few young ladies have been privileged to receive a letter such as the following:

The Secretary of the

Navy,

Washington.

April 10, 1914.

My dear Miss Wright:

Knowing that you sang the requiem for the dead of the U. S. Maine at the service recently held in Havana, I wish to take this means of expressing to you the heartfelt thanks and appreciation of the Navy for this kindness. By this evidence of your interest, I feel that I may now count you as one of Our Navy.

With kindest regards and every good wishes, believe me to be,

Sincerely Yours,

Josephine Daniel
Keith's Theatre.

TELEGRAMS.

HOME RACING.

ASCOT STAKES RESULT.

[Reuter's Service To "The Telegraph."] London, Received June 17.

The race for the Ascot Stakes, over a distance of about two miles, resulted as follows:

Mr. J. A. de Rothschild's Broadwood 1.
Mr. H. Brushwood's Asparagus 2.
Mr. H. Cullinan's The Guller 3.

There were 24 starters; won by a neck, two lengths separating second and third.

The betting was: 25 to 1 against Broadwood; 25 to 1 against Asparagus; 10 to 1 against The Guller.

[Broadwood, a four year old bay colt by Voter out of Wild Thyme, was out three times last year, but did nothing better than third in the Ashton Plate at Haydock Park. Pratt is the trainer.]

Asparagus, a five year old chestnut colt by Littleton out of Nutt, made one appearance last year, winning the Madeley Plate at Wolverhampton, and the Club Plate at Haydock, running second in both the Slough Four Year Old Plate at Windsor and the Rothschild Plate at Manchester, and being five times unplaced. He is trained by Osborn.

[The Guller, by The Guil out of Lady Teazle, was out seven times last year, securing two wins—the Stockton Spring Handicap and the Chester Cup—and a third, being four times unplaced. He ran third in the Manchester Cup last month.]

Royal Hunt Cup.

The betting for the Royal Hunt Cup, to be run to-day, is as follows:

10 to 1 against Bluestone.
100 to 8 against Drimmore.
15 to 1 against Jameson.

100 to 6 against Honeywood.
22 to 1 against Santier.

22 to 1 against Outram.
25 to 1 against Lie Abed.
28 to 1 against Aldegon.

The probable starters and jockeys for the National Hunt Cup are:—The Curragh (Clark), Bluestone (Donaghe), Jarac II (Bullock), Brimstone (Cheshire), Aldegon (Piper), Braxted (Crisp), Berilldon (Fox), Santier (Martin), Prue (Cooper), Aiglon (Foy), Bonbon Rose (Robbins), Outram (R. Stokes), Mohacz (Waggoit), Castleton (W. Huxley), Flippant (E. Huxley), Sunda of Time (Ledeson), Cuthber (Buckley), Jameson (Spear), Yatung Pegasus (Prout), Wise Mac (McKenna), Ambassador (Wing), Talana Hill (Bensley), Honeywood (Plant), Lie Abed (Robertson), Paulhan (Dick), Bugler (Herbert). Subaltern and Bore are at the moment without jockeys.

THE ONLY WAY.

Lord Milner said if there was to be a settlement, the original Bill should be scrapped.

Lord Salisbury declared that the responsibility of averting civil war rested with the Government.

MOTION TALKED OUT.

The censure motion was talked out.

TELEGRAMS.

HOME RULE.

GOVERNMENT DENOUNCED.

[Reuter's Service To "The Telegraph."] London, Received June 17.

The House of Lords was crowded when Lord Lansdowne moved the vote of censure on the Government for delay in producing the Amending Home Rule Bill. He stated that he doubted the use of secret conversations and denounced the Government for being impervious to argument but was now frightened.

There had been government by wirepullers and tacticians, not by Parliament. He emphasised that if the Amending Bill merely contained the old proposals there was little likelihood that the House of Lords would accept it, but if the Government produced a Bill preventing civil war, and having the general support of its own followers, then the Unionists would pass the second reading and consider it in Committee. Yet, whatever happened, the Opposition remained unabatedly and irreconcilably opposed to Home Rule.—(Cheers).

Lord Crewe declared that the delay in producing the Bill was due solely to the Government's hope that an agreement would be reached.

Replying to Lord Milner, Lord Crewe said there had been communications with Sir Edward Carson during the holidays. There had also been other communications, but he (Lord Crewe) indicated that he relied much on the debates on the Amending Bill to produce a measure in form which would receive general acquiescence. The Government's abstention from interference with the Volunteer movement was largely due to the fact that life and property had not been affected, while the risk of conflict was diminished by the fact that neither side desired a conflict. The Amending Bill would be introduced early next week.

The probable starters and jockeys for the National Hunt Cup are:—The Curragh (Clark), Bluestone (Donaghe), Jarac II (Bullock), Brimstone (Cheshire), Aldegon (Piper), Braxted (Crisp), Berilldon (Fox), Santier (Martin), Prue (Cooper), Aiglon (Foy), Bonbon Rose (Robbins), Outram (R. Stokes), Mohacz (Waggoit), Castleton (W. Huxley), Flippant (E. Huxley), Sunda of Time (Ledeson), Cuthber (Buckley), Jameson (Spear), Yatung Pegasus (Prout), Wise Mac (McKenna), Ambassador (Wing), Talana Hill (Bensley), Honeywood (Plant), Lie Abed (Robertson), Paulhan (Dick), Bugler (Herbert). Subaltern and Bore are at the moment without jockeys.

HOME CRICKET.

London, Received June 17.

Surrey beat Essex at Leyton by seven wickets. (Last year's fixture was drawn).

Washington, D. C.

But the letter is made further valuable by the following additions:—

"I am very glad to endorse this and to extend to Miss Wright my warmest good wishes. Woodrow Wilson."

"I concur with Secretary Daniels in above expression of appreciation of Miss Wright services."

Yours truly

William Jennings Bryan."

Concerning Miss Cecilia Wright the World Magazine, New York, says:—

If Cecilia Manuela Wright were an American girl there is little doubt that she would be called "The Daughter of the Navy."

As it happens, she is a loyal subject of King George, so our naval officers speak of her as their "adopted daughter." When the navy has a daughter—even an adopted daughter—it is very proud of her, and Cecilia Manuela Wright is no exception to this rule.

TELEGRAMS.

IRISH VOLUNTEERS.

MATTER TO BE DISCUSSED.

[Reuter's Service To "The Telegraph."] London, Received June 17.

Lord Robert Cecil thereupon moved the adjournment of the House to call attention to the Government's failure to deal with the growing danger caused by the existence of Volunteer Forces in Ireland. The matter will be debated to-night.

During question-time, Mr. Asquith affirmed that more effective steps will be adopted to prevent Nationalists importing arms than in the case of Ulster. He added that the Government was now taking measures which it was hoped would be effective everywhere.

The motion to adjourn was rejected by 288 votes to 223—a majority of 65.

THE GOVERNMENT ATTITUDE.

Mr. Birrell said there was nothing illegal in drilling Volunteers provided the permission of two Magistrates was secured. Neither was the carriage of arms illegal. There was at present less disturbance and more regard for the law where the Volunteers existed than elsewhere in the country. The Government was courageous at the beginning of the movement and would continue courageous to the end.

Mr. Bonar Law said the Government had drifted into such a position on that there was no prospect of getting out without disaster.

THE PARIS FLOODS.

SIXTEEN BODIES FOUND.

London, Received June 16.

Sixteen bodies have so far been recovered from yawning abysses which have opened in different quarters in Paris, into which sewers and water-pipes, after bursting with terrifying explosions, have been gushing for hours.

The gas-pipes have ignited in some places and smoke is issuing from holes in the ground.

Numbers of people are still missing, while many have been injured.

SUBSIDENCE STILL CONTINUES.

same evening, she not with the accident that almost cost her life.

The car in which she was riding was run into by a two-wheeled cart. The shaft of the wagon passed through her left leg, breaking the thigh bone midway between the knee and hip. The horse, falling on the car, crushed her chest and injured her internally.

In spite of the excruciating pain she never lost consciousness. She was hurried to the large Government hospital at Camaguey and the local surgeons did everything they could for her. They set the bone, but it refused to knit.

There were different operations performed, but without success. Amputation seemed imminent, and the chance of saving her life small, as her heart action was very weak.

Quite by accident, Capt. Cushman A. Rice, an ex-American army officer who has plantations near Camaguey, happened to hear

TELEGRAMS.

ALBANIAN AFFAIRS.

DURAZZO AGAIN ATTACKED.

[Reuter's Service To "The Telegraph."] London, Received June 17.

Reuter's correspondent at Durazzo states that the insurgents resumed the attack on the town at six o'clock in the morning.

Later.

The fighting at Durazzo was practically continuous yesterday. The insurgents apparently aimed at tire out the Garrison, sending to the front comparatively small contingents with orders to restrain fire. The defenders lost 20 killed and 100 wounded, while the insurgents' casualties were heavy.

General Villas is sending reinforcements to Zacatecas.

THE RAILROAD.

A DESPERATE BATTLE.

[Reuter's Service To "The Telegraph."] London, Received June 16.

Reuter's New York correspondent states that 7,000 rebels, after four attacks at Zacatecas, defeated 8,000 Federals. Terrible losses were inflicted by machine-guns.

General Villas is sending reinforcements to Zacatecas.

MONGOLIA & BRITAIN.

THE REPRESENTATIVE QUESTION.

London, Received June 16.

In the House of Commons, replying to a question as to whether Sir Edward Grey had been requested by Mongolia to send an authorised representative to Urga, Mr. Acland said: "We learn from private sources that the Mongolian Government would be prepared to welcome a British representative."

Artillery and rifle fire was recommenced at 11.30 o'clock, warships playing their searchlights on the hostile positions. H.M.S. Defence (formerly on the China Station) has arrived.

THE RUBBER TENNIS COURTS.

NEWS.

An experiment is about to be tried in London which should prove of the greatest interest to the thousands of tennis enthusiasts throughout the world.

Most people are aware that rubber plays an important part in all kinds of sports. In golf, football, cricket, rowing, and in fact, in connection with almost every athletic recreation indulged in by both sexes at the present day, rubber is in evidence. Up to now, however, a rubber tennis court has never been seen. It is a distinct novelty. Such a court will be constructed this month at the Royal Agricultural Hall during the period of the International Rubber and Allied Industries Exhibition, which is to be opened by Prince Arthur of Connaught. The rubber will be plantation rubber. This will give the experts further opportunity of testing the durability and usefulness of this kind of rubber as compared with the Brazilian product.

A most important point is that the court is being made by a British firm—the Leyland and Birmingham Rubber Company—the material used will be British grown plantation rubber, and the workmen employed will be British workmen—all British product.

Arriving at the hospital one hundred and one days after the accident, they made careful examination of the patient and, after a hurried

NOTICES

THE UNDERWOOD TYPEWRITER

"The Machine you will eventually buy."

HORNSBY-STOCKPORT
GAS ENGINES AND SUCTION GAS PLANTS
OVER 10,000 IN DAILY USE.
HORNSBY OIL ENGINES.AGENTS FOR:
THE EXPANDED METAL CO., LTD.
EXPANDED METAL FOR RE-INFORCED CONCRETE
TANNOY'S MACHINE TOOLS.
FAIRBANKS, MORSE & CO.
All Kinds of Machinery and Engineering Supplies.
DOUGLAS AND GRANT
Rice Mills and Steam Engines.
Inquiries for any description of Machinery or Engineering Plant on application
DODWELL & CO., LTD. Machinery Dept.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LTD.

CONTRACTORS TO HIS MAJESTY'S NAVY.

DODWELL & CO., LTD.,
General Managers.
Telephone No. 41.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—
Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death and Numerous Options at the Age of 25.
Write for Premium and Full Particulars to

DODWELL & CO., LTD., Agents.

ASTHMA

CAN Be Cured.

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of

NOBB'S ASTHMA CURE
will give you certain, prompt relief and ensure a good night's rest. This, the only genuine cure for Asthma, discovered by Mr. NOBB'S, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

Obtainable at Messrs. A. S. WATSON & CO., LTD. and all Chemists and Patent Medicine Vendors.

Price \$2.50 per bottle.



OBTAINABLE EVERYWHERE

SOLE AGENTS

MITSUI BUSSAN KAISHA.
Hongkong, June 11th, 1913.

THE LONDON DIRECTORY

(Published Annually)
Enables traders throughout the World to communicate direct with English.MANUFACTURERS & DEALERS
in each class of goods. Besides being of

complete commercial guide to London &

its suburbs, the directory contains list of

EXPORT MERCHANTS

with the goods they ship, and the Colonial and Foreign Markets they supply.

STEAMSHIP LINES
arranged under the ports to which they sail, and indicating the approximate Sailing.PROVINCIAL TRADE NOTICES
of leading Manufacturers, Merchants, etc., in the principal provincial towns & industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Orders for 20s.

Dealers seeing Agencies can advertise their trade cards for £1, or larger advertisements from £3.

THE LONDON DIRECTORY CO., LTD.
25 Abchurch Lane, London E.C.

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS.

Factory at Yaumati
OFFICE: No. 36, Des Voeux Road, W.
Telephone No. 177 & K. 12.WE are the leading Manufacturers in
this class of Goods. Our Gingers & Oils are all fresh and of the first pick.
Our Syrup is prepared from the best
quality of Sugar. We give our special
attention to our business and sanitary
arrangements.

WING KEE & CO.

47-49, Connaught Rd.
SHIP CHANDLERS
PROVISION & COAL
MERCHANTS

Hongkong, 3rd October, 1913.

Dr. C. L. CHOW.

DENTAL Surgeon
No. 80, Queen's Road,
Central, Hongkong.

LESSONS IN CHINESE.

M. R. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor, Hongkong, 29th Jan., 1912.

NOTICES
GUARD AGAINST
PLAQUE.

The season is with us when the utmost care should be taken to avoid infection.



IS THE IDEAL DISINFECTANT.

The cost is insignificant in comparison with the results. IZALISE the Home, the Office, the Workshop.

W. R. LOXLEY & CO.
Agents: YORK BUILDINGS.

Hotels

HONGKONG HOTEL
A LA CARTE GRILL ROOM.Now Open
Hongkong April, 20 1911
J. H. TAGGART,
ManagerGRAND HOTEL.
QUEEN'S ROAD CENTRAL.THE COOLEST PLACE IN TOWN.
REAL COLD ICED DRINKS.

THE GRAND HOTEL ORCHESTRA WILL PLAY SELECTIONS DURING TIFFIN AND DINNER AND AT INTERVALS DURING THE DAY.

SPECIAL MONTHLY TERMS TO RESIDENTS.

Phone No. 197. F. REICHMANN,
Tel. Address "COMFORT." PROPRIETOR.

KING EDWARD HOTEL.

CENTRAL LOCATION.
A Electric Trams Pass Entrance,
One Minute's Walk from Ferry. Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch meets All Steamers.
R. H. NORTH, Manager
Telegraphic Address: "VICTORIA" Tel 373.

THE CARLTON HOTEL.

PERFECT SANITATION.
High Class Accommodation for Families at Moderate Prices: Those desiring Economy combined with Comfort, Quiet and a Most refined Home, Free from Household Annoyances, should inspect these Residential Quarters.

Luxuriously furnished Lounge, Drawing, Reading & Writing Rooms.

Under Personal Management of
O. E. OWEN, Proprietor.

ROYAL GEORGE HOTEL, KOWLOON.

This Hotel has been thoroughly renovated and is now well furnished and is under the management of a Coupland and Experiented Manager.

A new Private Bar, Writing Room and Dining Room have been specially fitted upstairs in order to meet the wishes of Guests who prefer Quietness and Comfort.

Lectures in the Drawing Room, etc., can be arranged by applying to Mr. Newton, the manager.

H. RUTTONJEE, Proprietor.

GREEN ISLAND CEMENT
COMPANY, LIMITED.PORTLAND CEMENT
In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOME & CO.
General Managers.

Hongkong, 16th August, 1910

TRY OUR 1ST GRADE GUARANTEED AUSTRALIAN BUTTER. ABSOLUTELY THE
BEST IMPORTED—75 cts. per lb. CORN 70 cts. per lb.
FOR THE BEST CAKES, SCONES, BREAD, COFFEE, MEALS A LA CARTE
AND TABLE D'HOLE, AFTERNOON TEAS, ICES, MILK, AND COLD
MINERALS, ONE AT

THE ALEXANDRA CAFE.

Grand Hotel de l'Europe, Singapore.
BEST SITUATED HOTEL IN TOWN.

EVERY ROOM HAS A BATH-ROOM; DRESSING ROOM ATTACHED.

MOST UP TO DATE SANITARY ARRANGEMENTS.

Under the New Management of
F. P. BAUR, late SAVOY HOTEL,
LONDON.THE TOR HOTEL
LIMITED
KOBE, JAPAN.

Under Swiss Management.

The finest Hotel in Japan, situated on the Hills, amongst the pine trees. Has a panoramic view, from the Verandah, of the Inland Sea and Kobe Harbour.

All the Rooms with Baths attached.

Hotel's own Steam Launch & Motor Cars meet all Steamers & Trains

French Chef.

HENRY LUTZ, Manager.

HOTEL CRAIGIEBURN.

PLUNKETT'S G.A.P.

The Peak.

Near the Tram Terminus.

Tel. 50.

For Terms apply to the

MANAGER.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging

Hongkong, 18th July, 1913.

NOTICES
Cars on Hire at Reasonable Rates. Prompt Service.
JUST ARRIVED.3 NEW MODELS
2 HUDDSONS
1 AND OVERLAND
1 MOTOR CYCLE,
1 BRITISH MADE, FROM THE
1 OLYMPIA EXHIBITION
1 CALL AND INSPECT THESE NEW ARRIVALS.
DODGE
Road.
DRAGON CYCLE DEPOT TEL. NO. 482.

WE "EXPRESS" TO ANY ADDRESS.

WE,) HONGKONG CARRY,
CLEAR,) PARCEL TRANSPORT,
SHIP,) EXPRESS STORE,
PACK,) & STORAGE CO. INSURE.
We Forward to All Parts of the World
Telephone 1208 3, Duddell StreetSAVE HALF YOUR COMPRADORE'S BILL AND
OTHER EXPENSES, ON OUR PLAN.THIS IS GENUINE. Stamped addressed envelope for reply
to W.H. Emberley, General Commission Agent, 6 Gordon
Terrace, Kowloon.

CALBECK, MACGREGOR & CO.

ESTAB. 1864
A
L
E
M
O
S
!

LEMONS!

LEMONS!
A NATURAL Lemon Squash,
made from FRESH LEMONS
ONLY. No Chemicals.YOU WANT A MOTOR CAR?
ALL RIGHT.
PHONE 1036THE EXILE GARAGE.
33-35 DES VOEUX ROAD,

Where You will get Expert Service and every Satisfaction

PHONE RAMSEY & CO. No. 1683.
12, POTTINGER STREET, HONGKONG.

TYPEWRITER TIPS.

YOUR TYPIST IS AN EXCELLENT TYPIST BUT HE IS NOT A MECHANIC
DO NOT EXPECT HIM TO KEEP HIS MACHINE ALWAYS IN FIRST CLASS
CONDITION. LET US DO IT FOR YOU AND SO INCREASE UTILITY IN
YOUR OFFICE. PHONE US. "WE DO THE NEEDFUL TO
YOUR ENTIRE SATISFACTION."

TYPEWRITER SPECIALISTS

Everything for the Typewriter, including experience;
Typewriter Bureau. Typing Undertaken. Reasonable Rates.

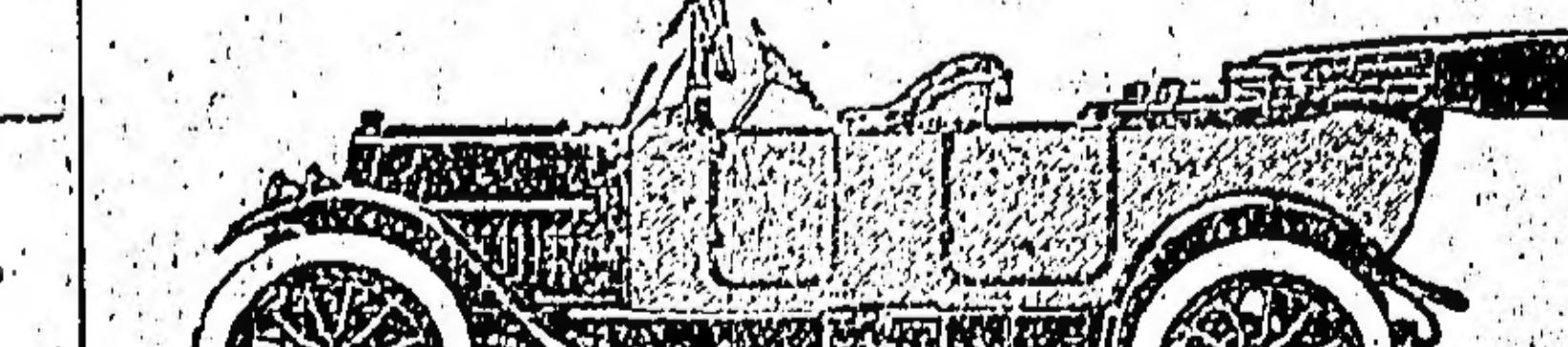
FIDELITY ASSURED!!!

Typewriters Bought, Sold, Exchanged and on Hire.

Ribbons for all Machines 20% Reduction:

OUR PRICE.....\$1.50

Small Machinery of all Kinds Cleaned.

LAW & SONS
Studebaker
No. 3 Duddell St.
Sole Agents.OUR
CONTEMPORARIES.

South China Morning Post.

The Opium Crusade. As far as the authorities are able to do so they are crushing out the vice. Their methods may be crude in some respects, and extremely harsh from a Western point of view, but nevertheless they seem to be slowly yet surely gaining a mastery over a situation which would have defied many a stronger nation. Their energies in the campaign have been pushed into the very heart of the country and into the remotest of its border territories. Ere long all that is likely to remain of the vice promises to be that which is fostered by the smuggler. It would be interesting to know how far the various governments bordering on Chinese territory are cognisant of what is going on. There is no doubt that smuggling could be checked at its point of origin if an effort as determined as that of the Chinese Government were made by the Powers concerned. It appears to us that the next phase of the anti-opium crusade to be considered between China and her "friends" is how to deal with the smuggler.

China Mail.

English Banking. A week or two ago Lloyds Bank announced a continuance of its policy in its proposal to take over the business of the famous Wilts and Dorset Bank, one of the most prosperous institutions in the country. But the point is that by so doing Lloyds will add some 12 millions sterling to its deposits, thus gaining once more the premier position with a good load. The nature of Sir Edward Holden's reply is not only unconventional, it is unprecedented in banking business. He awaits no favourable opportunity for further expansion by hackneyed absorption. Almost simultaneously with the Lloyds announcement came the reply direct from the London City and Midland Bank. It was that as banking facilities were being reduced by the Lloyds amalgamation the London City and Midland had taken premises and made arrangements for opening branches in seventeen of the affected towns! Banking competition is known to be keen, but it is quiet; never before has one great bank openly thrown down the gauntlet to another in this fashion.

Daily Press.

Macao Remittance to Lisbon. Certainly the revenues of Macao at the present time must be in a more flourishing condition than they have been for many years past, and now is the time when the authorities should carry out some of the many public improvements that in years gone by have been planned and in some cases actually commenced and left uncompleted. It seems, however, that the Government at Lisbon has other uses for Macao's surplus revenue. Their attitude seems to be that autonomy is all very well for the Colonies when they are in a financial state which suggests that they might become a burden upon the national exchequer, but it is another story when a Colony has a large annual surplus over its ordinary expenditure, as Macao has learnt to its cost. An order has just reached the Colony from the Government at Lisbon requiring the Government of Macao to remit the large sum of \$300,000 to Angola! We are not surprised to learn that there is much indignation in Macao regarding this order and that strong protests will be made to Lisbon against such levies while so many costly public improvements in Macao are urgently necessary if there is to be any future for the Colony.

For a good solid meal in a Garter or Table d'Hôte with Wines & Liquors of the Best ALEXANDRA CAFE.

GENERAL NEWS.

London's Trumpeters. It is contemplated to terminate the services of the City of London trumpeters, and in future, when occasion arises, to employ trumpeters of the Household Cavalry in civil functions and processions. The city has had its own trumpeters since 1514. At present they consist of four individuals, ex-soldiers, who have a small retaining fee and are paid when their services are required—which happens four or five times in the year. Their robes are somewhat picturesque, and have frequently been portrayed in records and illustrations of historical events in the past.

An Old Borough.

On May 9, 1614, James I granted its charter of incorporation to Penzance. Until the Municipal Act of 1835 the Corporation was somewhat peculiarly constituted. It was composed of the mayor, who was to be "one of the more choice and discreet inhabitants," eight aldermen, likewise "discreet men," and twelve others, whose standing was summed up in the term "the other men." The name of Penzance is said to be a corruption of the old Cornish equivalent of Holyhead, and the pirates who gave their name to Gilbert and Sullivan opera were at one time actually a thorn in the flesh of the inhabitants.

Telephone Improvement.

The engineers in the General Post Office have invented and are using a device for a super-imposed current, which doubles the capacity of the telephone and telegraph cables and enables four persons in London to speak simultaneously from four separate telephones to four in Paris, using only two lines.

Unveiling Ceremony.

In connection with the London School of Tropical Medicine, the Right Hon. Lewis H. Courtney, M.P., Secretary of State for the Colonies, will unveil the tablet in honour of the Right Hon. Joseph Chamberlain, M.P., and the Right Hon. Austen Chamberlain, M.P., in the hospital to which the school is attached, on Tuesday, June 23.

Golfing Language.

Mr. Joseph Davies, the Cardiff Docks statistician, told a good golf story at the opening of the new links of the Dinas Powis Golf Club, says the *Western Mail*. It concerned an ambitious player, who, anxious to break a bad habit, resolved to place a stone in his pocket for every swear word he used. He returned to the club-house at the end of a very bad round with pockets bulging out with stones. "You must have been having very high times," was a friend's salutation. "Oh, shocking," came the reply. "These stones only represent the damns. The rest are coming up in a cart."

Now London Journal.

London will shortly see something new in the way of papers, a semi-comic journal, which will be a blend of *Punch* and the well-known *Jugend* of Munich, with colour work of the kind made famous by the latter journal. The price proposed is threepence.

Denmark's Independence.

The *Nouvel' Temps* published a significant series of articles, inspired by the visit of the King and Queen of Denmark to this country, on the vital interest which Great Britain and Russia have in common in maintaining the independence of Denmark. It rightly remarks that no written treaty is required to secure agreement on this matter. Russia cannot submit to the establishment of a new Dardanelles at the egress from the Baltic.

Rev. F.B. Meyer.

The Rev. F.B. Meyer is giving up his pastorate at Regent's Park to devote himself to Free Church Council work. Mr. Meyer was minister at Regent's Park Chapel so long ago as 1888. He left it for Christ Church, Westminster Bridge road, in 1892, but returned to the former a year or two ago. He is perhaps the most distinguished member of the Baptist community. Though he has resigned the pastorate of Regent's Park, he means to keep in full work, as all who know him fully expect. He sailed in the *Lusitania* on June 13 to speak at the World's Sunday School Convention at Chicago, June 23-30.

Notice

MOOTRIE'S PIANOS

are BACKED by

GUARANTEE for
FIVE YEARS.

PRICE from \$425.

A LIBERAL DISCOUNT GIVEN FOR CASH.

EASY TERMS CAN BE ARRANGED.

S. MOOTRIE & CO., LTD.

SANDOW ON GOLF
NERVES.

Golf is rapidly becoming recognized as one of the finest "games" which human ingenuity and the innate spirit of the "competitive" has devised for the diversion of both young and middle aged.

But—and it is a very big "But"—out of the rapid growth in the popularity of this most excellent pastime for the completely healthy and sound has arisen a really grave danger for hundreds of thousands of rundown, cut-of sorts men and women who are in many cases unthinkingly led to take up golf as a cure for their poor health conditions.

I am convinced that golf is actually becoming a source of danger and a real menace, not, I repeat, to the sound, healthy, open-air living man or woman, but to that larger public which may be described as the "sedentary," whether in good or bad health.

Facts Which Tell.

On looking over the recent records of inquirers at my Institute of Curative Physical Culture, says Sandow, I find that it is almost becoming an exception to be told that the ailing person has not tried golf as a remedy. One after another comes to me and says, "I have tried everything. A few months ago I took up golf and I like it immensely. I play every weekend, but it is no good. I seem to become less and less fit. Indeed, my nerves have now gone all to pieces; and my indigestion and headache seem worse than ever before—What shall I do?"

There are, of course, exceptions, but in, say, nine cases out of ten the ultimate result to the out-of-condition individual is an increase of his trouble.

It is the very fascination of this all-conquering sport which is the undoing of those of its devotees who have taken it up in the search for health. The business man who exhausts the energies of his system's vitality during five and a half days of close arduous brain work is tilting against the laws of nature when he spends the remaining one and a half days of the week in tackling a game which subjects him to a prolonged physical strain, accompanied by mental strain which is inseparable from any "competitive" game. This strain is realized when one recalls how often the champion players of golf suffer from "nerves."

Uses of Rest. Nature has decreed that the use of all mental or physical energy must be recuperated by rest. Religion has decreed a day's rest every week. Century-long human scientific experience has even added to this and provides in most countries throughout the world a day and a half for rest.

I can hear many a reader exclaim, "Here is Sandow's own prescription." I do not deign exercise, indeed, this article has been written to point out to my readers why my system of scientific physical culture is the only true "curative" form of exercise.

Prepaid Advertisements

ONE CENT PER WORD
FOR EACH INSERTION.

TO LET.

ROGATE, Austin Road, Kowloon; unfurnished.

No. 19, Shelley Street.

TO LET.—No. 5, Mountain View from 1st April 1914. Newly painted and colourwashed.

TO LET from 1st June 1914, 55 ELGIN TERRACE, newly painted and colourwashed.

No. 12 Beaconsfield Arcade, Shop.

No. 7 Mountain View.

No. 7 Stewart Terrace, thoroughly renovated and in good order.

No. 17 Bellios Torrace. Rooms in Queen's Road Central.

FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to

LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 2nd Oct, 1913 [211]

TO LET unfurnished: No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

TO LET—Part of First Floor of No. 25, Des Vaux Road Central. Immediate Possession. A'sol Motor Boat for sale. Apply to DRAGON CYCLE CO.

TO LET—from 1st May, 1914 No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co. Prince's Buildings.

arms and legs and are in a most pitiable condition, but the morning dawns warm, the sun shining on a pond-like sea. Apparently most of the first-class passengers have perished.

Sir Thomas Shaughnessy, President of the Canadian Pacific Company, in a statement, says that the catastrophe is the most serious in the history of the St. Lawrence route. He explains the delay in the giving of official details as due to the remoteness of the telegraph stations.

Survivors relate that the officers had not sufficient time to arouse the passengers.

Captain Kendall states that when the ship foundered he was shot by the sea from the bridge and knocked down. He seized a grating and heard the men in the lifeboat shout "There's the Captain. Let's save him." There were thirty people in the boat, and they picked up twenty-five more. There were also ten hanging to the sides by ropes round their wrists. They put them aboard the Storstadt and returned to seek others, but all were gone.

The Storstadt did not answer the megaphone shouts of "Buck water," and subsequently continued ahead. A (good?) seaman should have done the latter after the collision. All those rescued were saved by the boats of the Empress of Ireland. Eleven were killed by the wreckage.

A hundred bluejackets of His Majesty's cruiser Essex will assist in the recovery of bodies from the Empress of Ireland.

Further Details.

The following additional details are taken from Reuter's service to the Indian papers:—

Captain Kendall's wireless to the Canadian Pacific Company.

"Ship gone," epitomises the sadness of the disaster.

The Empress of Ireland was a

crack liner and carried all the

most modern improvements, including boats for all on board.

The collier struck her a slanting

blow amidships, tearing off her

plated sternward, almost to the

screws. The Empress of Ireland

listened to port, which impeded

the launching of the boats, and sank

before many could collect their

wits. Considering this and the

the darkness and fog, the number of

rescues is little short of miraculous.

A large proportion of the

survivors were picked up in

the water, having jumped from

the sinking liner.

Water in the engine-room

caused an explosion and compelled

many people to jump into the

sea. Others were sucked under

the water, while others clung to

the wreckage and were rescued.

The Storstadt, with buckled

bows, performed magnificent

rescue work and is now steaming

slowly to Quebec.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

The survivors were in their

night clothes. Some have broken

their bones.

A. S. WATSON & CO., LTD.,
ESTABLISHED 1841.

AERATED WATER
MANUFACTURERS.

FORMAZONE.

A REFRESHING, INVIGORATING and PALATABLE drink
particularly suited for Tennis and Bathing Parties.
Pints \$1 per doz. Splits 60 cts. per doz.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again. Prices: \$0.85 per doz. Pints, \$0.50 per doz. Splits.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in the Far East. The real charm of Stone Ginger Beer is the flavour produced by partial fermentation; without this no Stone Ginger Beer can be said to be genuine.

Price: \$0.85 per doz.

DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Prices: \$1.00 per doz. Pints, \$0.60 per doz. Splits.

NOTICE TO SUBSCRIBERS.

The rates of subscription to the "Hongkong Telegraph" will be as follows:—

Daily issues, \$1.00 per annum.

Weekly issues, \$1.00 per annum.

Quarterly issues, \$3.00 per annum, proportional. Subscriptions for any period less than one month will be charged as for a month.

Delivery, issues delivered free when the address is accessible to the carrier. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continual until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamian, Canton, who have been appointed Our agents there.

(Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

BIRTHS.

BONNAR.—On 17th June at 121 The Peak to Mr. & Mrs. J. W. C. Bonnar a son.

WILLIAMS.—At Richmond House, Barker Road, Hongkong, 17th June, 1914, to Mr. and Mrs. R. A. M. Williams, a daughter.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

惟獨無外眞實事聞要訪探大正論旨旨根本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, JUNE 17, 1914.

THE SALE OF TITLES.

These are days when so much attention is given to Parliamentary measures involving important and contentious points that one is apt to overlook another, though very wholesome and necessary, Bills which come before the House of Commons. One such, which aims at prohibiting the traffic in recommendations for titles and honours, has recently passed its first reading. Its introduction and the debate thereon were made the occasion for considerable levity, but there were serious submissions also set forth which revealed to what an extent the evil aimed at has been permitted to grow.

The whole ground for complaint and protest is to be found in the fact that "rich nobodies" have only to contribute to party funds to acquire a title, and it's not going too far to say that in many instances the honour secured sits with ill grace on the shoulders of the recipient. In bringing forward the Bill mentioned, Mr. Locker-Lampson made bold to say that the traffic in titles had now reached a position that was nothing short of a crying scandal. He condemned the sale of titles as absolutely wrong, and he made a strong point when he averred that the worst form of aristocracy was an aristocracy of wealth. It is conceivable, of course, that a man may be both rich and deserving of honour, but surely no man should be given a title merely because he has an abundance of this world's riches. That, however, is what has happened over and over again in England, and it is high time such a thing were made impossible. Illustrating the point that wealth bore with its own recompense, the introducer of the Bill brought home a very forceful point. The successful sale of sausages in the North of England was a sufficient reward, he observed, and it ought not to entitle the seller to sit in an ancient and honoured House beside men like Lord Roberts. Mr. Locker-Lampson made another point when he accused the Liberals of refraining from transforming the House of Lords into a democratic body, because such a House would offer no attractions to the socially inclined among the party supporters, remarking that the House of Lords was, despite the fact that it was sworn of much of its power, still a receptacle into which the Prime Minister might dump "the unfortunate, the unhappy and the vulgar of his party" and at the same time fill the coffers of the party with that cash which was so necessary at election times.

In this matter, "Honour to whom honour is due" should be the sole watchword of those who have the distribution of titles in their hands. Unfortunately, in the recent past it has too often been a case of "Honour is whom the cash supplies." And with sorrow be it said that the one party has been as guilty as the other in this respect. The result is that titles are to-day held in very high esteem. And no wonder. It will always be something for a man to be proud of, however, when he wins an honour, honestly. To buy one from the Chief Whip of his party should arouse within him feelings of disgrace.

A Word to the Unwise.

One of these days we shall cease writing in a vein of gentle admonition, when dealing with the vagaries of the Post Office authorities, and be quite blunt and plain with them. And they may not like it. Only the other day we stated here that if they would continue to send us other people's correspondence, we might show discrimination. We did not put it in those words, but that was our meaning. We do not greatly object to this office being taken for Government House, on occasion; we smile tolerantly when a letter comes to us addressed to Kowloon City; but we regard it as incomplimentary to be associated, even in the minds of Post Office people, with the P.W.D. That is nearly as bad as to suggest that we are in any way concerned with the Post Office itself.

The Same old Story.

Having once, and quite plainly, intimated that we wanted nothing to do with the Public Works Department or its correspondence, we had hoped that the Post Office authorities would give us peace for a little time. But it seems too much to ask of them that they shall "take" a thought and mend, as Burns has it. They seem incapable of taking either thoughts or hints. There has been sent to this office an intimation that "an unpaid article to your address on which 20 cents is to be paid is lying at this office." Please produce this slip when claiming this article." And, staring us in the face is the name and address of the gentleman to whom the slip should have been addressed. We do not give the name, since the gentleman is in no way to blame, but the address is the P.W.D. Once again, if the Post Office will persist in sending us others' people's letters, let it show discrimination—if it can. Otherwise we shall be forced to write just what we think.

French Crisis Ended.

It is reassuring to Britshers to know that the political crisis in France, which a few days ago threatened the direst consequences to the nation, appears likely to be overcome. As will be seen by a telegram on Page 1, the new Ministry has the confidence of the Chamber, and its policy appears to meet the needs of the situation. The Three Years' Service Law, which has been the cause of all the trouble, is to be enforced strictly at the moment, but it is apparent from the announcement regarding a lightening of the "military burdens" that a compromise may eventually be reached on this question. France has, of course, her obligations to other nations in this matter, and her difficulty appears to be to adequately fulfil these, yet at the same time to pacify those of her own people who are opposed to the Three Years' Service Law.

CORRESPONDENCE.

The opinions expressed by the Correspondents are not necessarily those of the "Hongkong Telegraph."

THE MILITANTS.

[To the Editor of the Hongkong Telegraph]

Sir.—If your correspondent "Heretic" so approves of the militant suffragettes and their methods, why does he not emulate them and do something exciting instead of inflicting his views on a weary public in rapid columns of verbiage? Let him be consistent. It would be cheery to read of a bomb in the Telegraph offices or in the Cathedral pulpit on Sunday. It would advertise the suffrage movement if the grand stand were burnt down, or the ferry pier, or the club. It would be best of all if Heretic would take oath to hunger and thirst strike (in and out of gaol) until woman is given the vote.

On his own showing, the time for words is passed: this is a time for deeds.—Yours, etc.,

MILLIE.

June 10, 1914.

DAY BY DAY.

WHETHER THE WORLD IS BLUE OR ROSEY DEPENDS UPON THE KIND OF SPECTACLES WE WEAR. IT'S OUR GLASSES NOT THE WORLD THAT NEEDS ATTENTION.

The "Telegraph" in Canton.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Limited, Shamian, Canton, who have been appointed our agents there.

The Weather.

Lower level 8 a.m. Temp 84° clear.

At the Peak 8 a.m. Temp 75° cloudy.

The Mails.

Siberian Mail.—Closed per s.s.

Himalaya to-day at 9 a.m.

Siberian Mail.—Closes per s.s.

Luchow to-morrow at 3 p.m.

The French Mail of May 19 was delivered in London on June 16.

Chinese Passengers.

The Sexta, from Singapore, has brought to Hongkong 137 Chinese passengers.

Bathing.

In connection with the public bathing place at North Point a military band is to play to-morrow night.

To Consignees.

Consignees of cargo by the s.s. Nippon Maru are reminded that goods remaining undelivered after to-morrow will be subject to rent.

Trip to the Interior.

Senator Thos. J. K. Bakhar, Tasmania, Australia, has just returned to Hongkong after a trip to the interior he is staying at the Hongkong Hotel.

Latest Advertisements.

Consignees' notices regarding the Iyo Maru and the Chilli are issued.—Page 5.

Mr. H. Ruttonjee advertises two-rooms flats in Kowloon.—Page 5.

Creditors' Meeting.

A meeting of the creditors of the Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., was held this morning at the offices of Messrs. Jardine, Matheson and Co., Ltd. The meeting was a private one.

Slight Fire.

The fire brigade received a call about ten o'clock this morning to 109 Connaught Road West, where a bundle of tea leaves had caught fire. When the brigade arrived, however, they found that the focus at the shop had extinguished the flames. Practically no damage was done.

The Letter Carrier.

"As my village is small there is no post office there and I am compelled to convey the letters privately," was the excuse of a Chinese who was charged with bringing 23 letters into the colony for delivery. The excuse availed him nothing and Mr. Melbourne fined him \$14.

Land Sales.

The district land office conducted two sales of land yesterday. Lot S.D. 4.—No 3,252, Kowloon Tong, of 1,200 sq. ft.—brought \$250. The upset price was \$60, and the purchaser Cheng Fuk. Lot S.D. 3.—No 1,054 Lyemun, of 4,000 sq. ft.—brought the upset price of \$80 only. The purchaser was Chen Kwong-fat.

Merely Picked it up.

At the Police Court this morning before Mr. C. D. Melbourne, a Chinese was charged with the larceny from the person of a passenger on board the s.s. Wing On, of \$10,03. The prisoner, who explained that the prosecutor had dropped the money and he had only picked it up, was sent to prison for six weeks with four hours' flocks.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9:45 a.m. to-day.—

Cyclone or Typhoon E. of Visayas Islands. Direction unknown.

TAI ON PIRACY.

Official Thanks to the Tung Wa Hospital.

The following letter has been addressed to the Tung Wa Hospital and has been forwarded to us for publication:

Colonial Secretary's Office,

Hongkong, 18th June, 1914.

Gentlemen—I am directed to inform you that His Excellency the Governor has heard with much satisfaction of the work done by you in recovering from the sea the bodies of many of those who perished on the occasion of the burning of the s.s. Tai On, and giving them suitable burial. I am to convey to you the thanks of His Excellency and the Government of Hongkong for your humane services.

I am, Gentleman,

Your obedient servant

(Sd) CLAUDIO SEVERN,

Colonial Secretary,

The Committee,

Tung Wa Hospital.

P. AND O. NEW STEAMER.

The Nagoya Arrives in Hongkong.

The new P. and O. steamer, Nagoya, arrived here yesterday on her maiden voyage to China and Japan and is berthed at the Kowloon Wharf. This is the eighth and most recent addition to the popular "N" Class of steamers by which the Company's fortnightly intermediate service to the Far East is now principally carried on.

The passengers carried by these steamers are limited to 54 in the first saloon and 52 in the second saloon and, as the steamers are of 7,000 tons, ample deck space is ensured for recreation and amusements even in the full season. The cabins which in the first saloon are all "outside" cabins except one, are fitted with electric fans, for the use of which no charge is made, and each berth is provided with a special electric portable reading lamp fitted just overhead which can be turned on and off without leaving the bunk, in addition, of course, to the usual fixed lights in each cabin.

The public apartments—dining saloon and smoking saloon—are luxuriously furnished and fitted with special regard to the comfort of passengers voyaging through the tropics. Like all the P. & O. passenger steamers, she is, of course, fitted with wireless.

The popularity of this class of steamer is strikingly evidenced by the fact that the s.s. Novara, a sister ship of the Nagoya, has just left Hongkong homeward bound with almost every berth engaged, although this may be called the "off" season for passenger traffic, and the full effect of the southwest monsoon is likely to be experienced on the voyage.

The public apartments—dining

A MORPHINE TRANSACTION.

\$1,200 Claimed for Non-Delivery.

In the Summary Court, this morning, before Mr. Justice Hazelton, the case was continued in which Tee Man-chen, Chan Mo and So Tin-chung, executors of Che Yud-tak, deceased, sued M. Baptista and Company for the sum of \$1,200, damages for the non-delivery of certain morphine to Che Yud-tak in Canton. In the alternative the plaintiffs claimed the return of the sum of \$1,200 deposited by Che Yud-tak with the defendants. The sum of \$200 was waived so as to bring the action within Summary Jurisdiction.

Mr. F. O. Jenkins, instead of Mr. G. A. Sutherland, appeared for the plaintiffs, and Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, defended.

Mr. Potter, addressing His Lordship, said that the Plaintiff's case, as put forward on the pleadings, was quite a simple one and was merely that the plaintiff—the dead man—was supposed to have entered into a contract with the defendant for the delivery of morphine. That was their case, and, in support of it, they called two witnesses. One of them was one of the plaintiff's executors of the deceased, and the other was Mak Teze-ho. The first witness could not speak as to any facts of the case except the payment of the money and the interview on January 20. Of the material facts of the case he could not speak at all, and was compelled to rely on the evidence of Mak Teze-ho, who was obviously the plaintiff's agent throughout the whole of the transactions for putting the matter through and, for (they said) taking delivery of the morphine at Bellios Terrace. He would say this about Mak Teze-ho: that he was entirely discredited and that His Lordship could not possibly believe him. He absolutely departed from the opening of the counsel for the plaintiff who was obviously unaware of anything which had taken place at Bellios Terrace.

The popularity of this class of steamer is strikingly evidenced by the fact that the s.s. Novara, a sister ship of the Nagoya, has just left Hongkong homeward bound with almost every berth engaged, although this may be called the "off" season for passenger traffic, and the full effect of the southwest monsoon is

ALLEGED BRIBERY.

Promised a Watchman \$40 not to Interfere.

A Chinese appeared before Mr. Molbourne at the Police Court this morning, on a charge of offering a bribe of \$40 to a district watchman.

Inspector M. O'Sullivan said that the defendant was arrested on June 14 on suspicion of taking women and girls to Singapore, in breach of the Women and Girls Ordinance. After due enquiries nothing was found on which to charge the man and he was liberated on June 15. On the evening of that date he met the district watchman who had effected his arrest in the first instance and promised him \$40 if he would not interfere with him again in his dealings. The men arranged to meet the next day, the watchman reported the matter and on their next meeting the prisoner was arrested after the money had been handed over.

The case was adjourned for a week.

LIFE SAVING AT SEA.

Regulations Compelling Ample Appliances.

Mr. John Burns, President of the Board of Trade, has issued new rules in regard to life-saving appliances on merchant ships, which are to come into operation on July 1, 1914. Their general effect is that all sea-going vessels, passenger and otherwise, shall carry ample appliances for all on board in case of accident.

As to foreign-going passenger steamers, including emigrant ships, they shall carry "lifeboats in such number and of such aggregate capacity as shall be sufficient to accommodate the total number of persons which is carried, or which, the ship is certified to carry, whichever number is the greater." One approved life-jacket shall be carried for each person on board, and, in addition, a sufficient number of approved life-jackets of size suitable for children.

In the case of passenger steamers plying between places in the United Kingdom, the Channel Islands, and the Isle of Man, or between the British Islands and Continental ports between the River Elbe and Brest, inclusive, if the lifeboats carried do not provide sufficient accommodation for the total number of persons allowed to be carried, approved life-rafts, buoyant deck seats, or other approved buoyant apparatus shall be carried to make up for the deficiency.

There are slight exemptions for vessels with special certificates engaged in day-long voyages between March 20 and September 30, but one approved life-jacket for each person on board is compulsory.

CONCESSIONS IN SZECHUAN AND SHANSI.

Premature Report.

Peking, June 10
The statement made in Reuter's telegram from London that the Eastern Pioneer Company has obtained the exclusive right to work in conjunction with Chinese, the vast oil, mineral and industrial resources of Szechuan, is premature and calculated to mislead the public.

This announcement alludes to Messrs. Pritchard & Morgan's concession, which was granted in 1899, which the Chinese assert has lapsed. Negotiations were, however, opened some time ago, the Chinese agreeing to conclude another agreement to replace old one, but restricting the areas of operation.

The negotiations have not yet been concluded, and it may be taken as certain that no monopoly will be granted, although the company undoubtedly will secure good opportunities for development. N. C. P. & Y. News Correspondent.

SPECIAL CABLES.

(From Our Own Correspondent.)

DR. SUN YAT-SEN'S LATEST.

Startling Scheme to Overthrow President Yuan.

Japan Offered Freedom of Action in China in Return for Assistance.

Shanghai, Received June 17.

The *North China Daily News* publishes a letter alleged to have been written by Dr. Sun Yat-sen to a high personage in Japan offering the Japanese freedom of action in China for aiding the People's Party to overthrow President Yuan Shih-kai, and placing the party in power.

The writer of the letter offers Japan the same position in China as Britain occupies in India without the attendant responsibilities, while he says that Britain is not deceived as to President Yuan's ability to govern and therefore will not block the scheme. He also says that China will know no peace until the People's Party realises its aims.

The correspondence has been disclosed by a Revolutionary who does not agree with this policy.

The whole scheme is bare-brained, and it is not suggested that the Japanese seriously consider it.

(Special Pacific Service to the "Telegraph" — Reuter.)

Shanghai, Received June 17.

The *North China Daily News* prints a very long letter alleged to have been written by Dr. Sun Yat-sen to a high personage in Japan stating that it is a foregone conclusion that the Mintang will revolt some day, and if a powerful nation offered its assistance the struggle would not be prolonged.

The letter says it is natural that the Revolutionaries should first seek the aid of Japan, and afterwards, when Japan has assisted China to reorganise the Administration and develop her resources, China would throw open all trade centres to Japanese labour and merchants and enable Japan to monopolise commerce in China. As a result, Japan would leap to the forefront among the world's greatest Powers.

The *North China Daily News*, in a leading article on the subject, describes the letter as a fantastic document which will undoubtedly be treated with ridicule in Japan.

WHITE WOLF'S MOVEMENTS.

CITY IN RUINS: THOUSANDS KILLED.

Lanxow, Received June 17.

The latest reliable information from Tauchow is to the effect that the townspeople resisted the "White Wolf" outlaws, but surrendered after less than a day's fighting.

Nearly 10,000 lives were lost, and a large part of the city in ruins.

It is now reported that the bandits have retreated into Shensi.

NEW C.P.R. SHIPS.

"YOU MADE ME LOVE YOU."

Mr. "Jimmy" Glover's Expert Opinion.

The names of the four vessels which are being built on the Clyde for the Canadian Pacific Railway Company have now been announced. The two at Whiteinch are to be called the *Misericorde* and the *Metagama*, and the two at Dumbarton the *Princess Margaret* and the *Princess Irene*. The two pairs are of totally different types, the Whiteinch pair being 12,000-ton liners for the Atlantic service, intended to replace the *Lake Charlevoix* and the *Lake Manitoba*; and those at Dumbarton being comparatively small vessels for service on the Pacific coast. The Atlantic ships will be of the now popular one-cabin type, having accommodation for 520 second class and 1,200 third class passengers, and they will have the moderate speed of 16 knots. A very large proportion of the modern fleet of the Canadian Pacific Company came from Clydeside.

Of their first class Atlantic liners, the four *Empresses* all came from Fairfield. So did the two Lake steamers *Assiniboin* and *Keweenaw*, which were notable in that they were built so that they could each cut in two on the St. Lawrence, taken up through the canals, and re-joined on the lakes. So, also, did the *Princess Adelaide* and the *Princess Charlotte*; while the *Princess Mary* and the *Princess Sophia* came from Paisley, and the *Princess Patricia* is the once well-known Clyde twin-tubin steamer *Queen Alexandra*, which was built at Dumbarton. All the *Princesses* are Pacific coast steamers.

The Judge held that there was publication in this country of Messrs. Hunter's song within the meaning of the Act, and that Messrs. Feldman's song was a colourable imitation of it. He granted the injunction asked for with costs, and an inquiry as to damages.

The negotiations have not yet been concluded, and it may be taken as certain that no monopoly will be granted, although the company undoubtedly will secure good opportunities for development. N. C. P. & Y. News Correspondent.

DAIRY FARM NEWS.

WE HAVE RECEIVED

NEW SHIPMENTS

OF

FRESH SIBERIAN SALMON,

SMOKED

KIPPERS, FILLETS & HADDOCKS.



FRESH STOCK ARRIVED.

KRUSE AND CO.

SOLE AGENTS.

ROYAL GEORGE HOTEL, KOWLOON.

The Management have decided to let Rooms in the Hotel, Fully Furnished and with Kitchen Conveniences; also to allow Guests to arrange for their own board etc. The Rooms are large and airy and the terms most reasonable. Monthly Rates.

H. RUTTONJEE, Proprietor.

To-day's Advertisements

OPEN AIR CINEMATOGRAPH.

The Variety Film Exchange Company will run, until further notice, cinematograph entertainments at Greencroft (next to the Station Hotel, Kowloon) at 9 o'clock each evening. There will be a change of programme every other night, and amongst others, local pictures will be shown. Price of admission 20 cents.

Raub Australian Gold Mining Co., Ltd.

The Mine Measurements and Assay Results show a total of 217 ft. made up as follows:—Driving 72 ft., sinking 10 ft., and cross-cutting 135 ft., and compares with a total of 345 ft. for the previous four weeks.

Agra Murder Echo.

Mrs. Fulham, accused in the Agra Murder Case, who was sentenced to penal servitude for life last year, has just died in Allahabad Central Jail, Naini, of heart apoplexy, leaving an infant 10 months old, born in prison.

To-day's Advertisement

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"IYO MARU,"

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 23rd June, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 16th June, 1914. (1259)

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

s.s. "CHILI"

Consignees of Cargo from London ex. s.s. "Normand" & "Medoc."

Consignees of Cargo from Havre ex. s.s. "Normand."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after the 22nd inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th inst. or they will not be recognized.

All damaged packages will be examined on Monday the 22nd instant at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS,

Hongkong, 15th June 1914.

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

NO-METAL

"N M"

NO METAL

SOCK SUSPENDERS

CELLULOID FITTINGS, CANNOT SOIL TROUSERS.

\$1.00 Per Pair.

PARIS GARTERS

BOSTON GARTERS

From 60 cts. Per Pair.

From 75 cts. Per Pair.

PERFORATED LEATHER GARTERS

\$2.00 Per Pair.

16 DES VŒUX ROAD. 16

WM. POWELL, LTD.

PHONE 346.

NOW SHOWING

"GLYN'S"

SUN HELMETS STRAW HATS

NEWEST SHAPES

Wm. POWELL, Ltd., are Sole Agents for GLYN & Co.,

44 Old Bond St. W.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

PRICES RIGHT

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CORNER OF FLEW
STREET.

THE ANDERSON MUSIC CO., LTD.

THE GREAT "ALLISON" ENGLISH PIANO

HIGH CLASS INSTRUMENT

AT THE

PRICE OF A CHEAP ONE.

6, DES VŒUX ROAD. TEL. 1322

DUNVILLES

OLD IRISH

R

WHISKY.



HIGHEST AWARD FOR IRISH WHISKY PARIS EXHIBITION 1900.

Guaranteed Bottled, Labelled and Capsuled

BY

DUNVILLE & COMPANY, LTD., IN THEIR OWN WAREHOUSE, BELFAST.

PRICE PER CASE 1 DOZ. QUARTS DUTY PAID \$21.00

SOLE AGENTS.

CANDE PRICE & CO., LTD., WINE MERCHANTS,

Tel. No. 135. 6, Queen's Road Central, Hongkong.

Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Japan	25th June.
Monteagle	1st July.
Empress of Russia	8th July.

Alsatan 2nd July

23rd July

Victorian 4th Aug.

All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA" and "EMPEROR OF ASIA" are now quadruple screw 21-knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA" "EMPEROR OF ASIA" via Optional Atlantic Port £71.10.

"EMPEROR OF INDIA" "EMPEROR OF JAPAN" via Optional Atlantic Port £65.

"MONTEAGLE" Intermediate service, via Canadian Atlantic port £43; via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCA LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "Takada" 6,800 tons, Capt. ... will be despatched for KOBE & MOJI on 19th June.

S.S. "Torilla," 4,205 tons, Capt. Swanson, R.N.R. will be despatched for SHANGHAI, KOBE & MOJI, on 6th July.

WESTWARD.

S.S. "Japan," 6,013 tons, Capt. Sölden, will be despatched for SINGAPORE, PENANG & CALCUTTA on 18th June.

S.S. "A. Apcar" 4,130 tons, Capt. Walker, will be despatched as above on 30th June.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, June 13, 1914.

Agents.

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bunkers, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONG KONG. SHANGHAI: 2-3, Fochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschifffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marseille, Havre, Emden, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Taking cargo or through route to all European North Continental and British Ports, also Trieste, Civitavecchia, Genoa and other Mediterranean Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR STEAMSHIP TO SAIL
Shanghai, Kobe and Yokohama 20th June

C. F. Læisz, 3rd July

Senegambia 17th July

Scandia 27th July

Alesia 14th Aug.

Sithonia 23rd Aug.

Liberia 11th Sept.

Altmark 18th Sept.

Andalusia 2nd Aug.

Belgravia 17th Sept.

Brasilia 12th Oct.

Havre, R'dam, Hamburg & A'werp, Wuertemberg 20th June.

M'les, Havre, Emden & H'burg Segovia 4th July.

Hamburg & Antwerp Stedmark 6th July.

Havre, R'dam, H'burg & A'werp Goldentals 14th July.

Havre, R'dam, Bremen & Hamburg Preussen 19th July.

Havre, R'dam & Hamburg Emden 20th July.

Havre, Emden & Hamburg Silesia 29th July.

Havre, & Hamburg Markomannia 5th Aug.

Genoa, Dunkirk & Thurg Frista 10th Aug.

O. J. D. Ahlers 22nd Aug.

R'dam, Hamburg & A'werp Senegambia 25th Aug.

For Further Particulars, apply to—

Hamburg-Amerika Linie.

Hongkong Office

Shipping

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration
Steamers. Sailing Date

Destination.			
MARSEILLES, LONDON & ANTWERP, via Singapor, Malacca, Penang, Colombo, Suez, & Port Said.	Hitachi Maru	WEDNES., 17th June, at 10 a.m.	
	Capt. T. Sato	T. 12,500	
	Miyazaki Maru	WEDNES., 1st July.	
	Capt.	T. 16,000	

Destination.			
VICTORIA, B.C., and SEATTLE, via Shai, Keelung, Moji, Kobe, Yokohama, Suez, and Yokohama ...	Awa Maru	THURSDAY, 2nd July, at 4 p.m.	
	Capt.	T. 12,500	

Destination.			
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsend and Brisbane	Tango Maru	WEDNES., 1st July, at noon	
	Capt. Sekine	T. 13,500	
	Nikko Maru	WED., 29th June, at noon	
	Capt.	T. 9,600	

Destination.			
BOMBAY via Singapore and Colombo	Rangoon Maru	MONDAY, 22nd June	
	Capt.	T. 12,000	
KOBE & Yokohama	Iyo Maru	THURSDAY, 18th June, at 11 a.m.	
	Capt. Hirase	T. 16,000	
NAGASAKI, Kobe	Nikko Maru	TUESDAY, 30th June, at 5 p.m.	
	Capt. R. Takeda	T. 9,600	
SHANGHAI, Moji	Kirin Maru	THURSDAY, 18th June	
	Capt. Nakamura	T. 12,000	

Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

YOKOHAMA KOBE MOJI NAGASAKI

Return. Return. Return. Return.

1st class.....	\$135	\$122	\$108	\$55
2nd class.....	\$ 81	\$ 75	\$ 65	\$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

SHANGHAI Luchow 18th June at 4 p.m.

SHANGHAI & TSINGTAU Chenan 20th June at 11 a.m.

MANILA, CEBU & ILOILO Taming 23rd June at 4 p.m.

SHANGHAI Shaohsing 23rd June at 4 p.m.

HOIHOW & HAIPHONG Kaihang 24th June at 10 a.m.

MANILA, CEBU & ILOILO Tean 30th June at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANU"

MANILA LINE.—Twin Screw Steamers "Chinhsia," "Taming," and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean." CHINA & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, WEDNESDAY JUNE 17, 1914

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

THE POLO MATCH.

A DESPERATE TUSSLE.

Reuter's Service To "The Telegraph."

London, Received June 17.
Reuter's correspondent at Meadowbrook states that in the second of the matches for the International Polo Challenge Cup (the result of which appears on Page 1), each side scored five goals, but the Americans incurred more penalties than their opponents.

The Englishmen led for seven periods, and the Americans led for the first time at the opening of the eighth, when play was most desperate. The game was an exceedingly fast one.

SHIPPING STRIKE.

London, Received June 17.
A general strike of marine engineers on tramp steamers began at English ports yesterday, the men demanding an increase in wages. They ask for an increase of 40/- per month for senior and 30/- per month for junior engineers.

It is feared that the strike will develop into a complete stoppage of all cargo shipping, and it is expected that 700 ships will be laid up-to-day, involving cessation of work in the Welsh and other coalfields.

HORSE-JUMPING SUCCESS.

London, Received June 17.
Captain Eva (Russia) has won the Jumping Competition at the Horse Show after a tie with two Englishmen and two Frenchmen.

THE PLIGHT OF PARIS.

London, Received June 17.
The subaudiences which have occurred in Paris streets are due to the shallowness of the underground railways which are in process of extension.

The Press prints ugly comments, declaring that Paris is seated on a volcano.

HOME RULE.

London, Received June 17.
Sir Edward Carson, interviewed, stated that he had received a letter from Mr. Asquith before Whitsuntide asking him to supply a map showing the position of the different parties in Ulster.

MR. ROOSEVELT'S TRAVELS.

London, Received June 17.
Ex-President Roosevelt has lectured before the Royal Geographical Society, in the presence of a distinguished audience. He described his adventures, on his recent expedition, with vampires, fishes and bats, and said a river he discovered had been roughly located but not accurately surveyed.

Mr. C. R. Hooper.

Mr. C. R. Hooper, newly admitted a partner in the firm of Messrs. Johnson, Stokes and Master, arrived in the Colony to-day. Mr. Hooper is, we understand, an old Cliftonian and an International Rugby footballer.

BANK DE L'INDO CHINE.

Opening of New Premises in Shanghai.

The new premises of the Bank de l'Indo Chine in Shanghai, which have been in course of construction for some months past, have been completed and were formally opened on June 13.

The building is a striking addition to the architecture of Bund, and its appearance foretells (marks the N. C. Daily News) further building improvements which will eventually bring about the complete transformation of the Bund frontage into one of an entirely modern character.

The main entrance to the bank is in the centre of the building, with manager's and sub manager's rooms on either side of the entrance hall. The banking hall covers an area of 65 ft., with a waiting room connecting with the manager's room and banking hall. In the rear of the banking hall are the treasury, which is built in reinforced concrete, main staircase to residential flats on the first and second floors, compradore room and lavatory. The sheriff's office with servants' quarters overhead, are arranged in a separate block at the rear of the Bank building.

The first and second floors are arranged as residential flats, two on each floor, while a light area 42 ft. by 17 ft. runs up the centre of building, to give light to the banking hall and flats. The light area stops at the ceiling level of the banking hall and is covered in by a glass dome thus allowing the hall ample light.

A public space 51 ft. by 22 ft. is directly opposite the main entrance, while a handsome counter in teak-wood runs all round this space. There are six columns in the banking hall supporting the walls of upper floors; these columns are treated in the Ionic style with teak-wood bases, a portion of the shafts being fluted in teak-wood. Pilasters also in Ionic style are arranged on the walls on each side of the banking hall between each window. The whole of the ceiling is connected up by beams, with architraves, friezes and cornices, running over the columns and pilasters, thus forming a series of panels. The cornices has enriched modillion blocks, while the members of the cornice are also enriched. All the joinery work is handsomely carried out in teak-wood throughout the building. The first and second floors are teak-wood parquet, while the ground floor is teak-wood blocks.

The ground floor level of the bank is 4 ft. above the pavement level, and marble steps are used to reach the ground floor level. The roof is flat, reached by the main staircase being continued. The foundations are composed of a concrete re-inforced raft 2 ft. 6 in. thick extending over the whole of the site of the building. The exterior of the building is designed in the Renaissance style of architecture, the Bund elevation, and the sides of the building, for a distance of 23 ft., being in Soochow granite, while the remainder of the side elevations, and also the back elevation, are in artificial stone.

The ground floor storey is rusticated up to the first floor line. The windows have quadrant-shaped jambs, and semi-circular heads, surmounted by nicely carved keystones.

The main entrance is in Doric style, with detached polished Tsingtao granite columns, the jambs being quadrant-shaped, and the columns being set in the area. There is a massive entrance door in teak-wood, with handsome wrought iron gates outside it. The architrave frieze, cornice and pediment are set in a semi-circular arch, with carved shields on each side.

The main architrave has the name of the Bank cut in it and gilded over.

There is a balustrade to a flat roof, while at each side there are copings with carved swags and shields.

OIL REVOLUTION.

To manufacture first-class petrol in Great Britain at a cost of 1d. a gallon is the remarkable intention of a company calling itself British Isles Oil Producers, Limited, which has given a private view of a demonstration plant erected at Chiswick.

Works are to be established at Ballycastle on the north-east coast of Ireland, capable of producing 8,000 gallons of petrol a day, and it is believed that the first supplies will be placed on the market in twelve months' time. At a cost nearly 1d. a gallon merely to transport petrol from foreign oil fields to this country, while even benzole cannot be manufactured at much less than 5d. a gallon, it will be seen that the promoters contemplate nothing short of a revolution in the industry.

The three-halfpence a gallon home-made petrol is said to be at least equal in quality to the finest product of the Russian, or American fields.

MR. BALFOUR ON THE MOTHER TONGUE.

Mr. Balfour, having presided at the summer meeting of the English Association, occupied the chair at the annual dinner held at the Cafe Monico.

In reply to the toast, Mr. Balfour said he could not help feeling that there would be almost a plethora of autobiography if every student of his mother-tongue were compelled, as part of his education, to give a narrative of his life, and he was not sure that even patriotism, whether American or British, would not sink under the load of histories—detailed histories—of the respective communities to which we belonged, written by students of our language. (Laughter.)

It might be—as had been said—that French was an easier language to write in than English. He did not know about that. All he did know was that English was abominably difficult. (Laughter.) He also knew that, if French boys were instructed in the use of their own mother tongue, their lot was a very different one from English boys, as English boys were when he was a boy. He never was taught anything about his mother tongue. He never was taught its grammar, vocabulary, or its style. All that was left to nature, and to any such regard and affection for good British writers as intelligent teachers could suggest.

A heavy Platz band runs all round the first floor level. The ends of the band elevation are rusticated granite, while the centre portion has two Tsingtao polished granite pilasters, and two polished three-quarter Tsingtao granite columns between the windows. The columns and pilasters extend for two storeys to the main cornice. The Tsingtao granite columns and pilasters have carved caps in Ionic style, as are also the main architrave frieze, and modillion block cornices.

The centre windows of the first floor Band elevation have detached columns, entablature and cornice in Doric style with a small balustrade forming a balcony, while the two end windows are in Ionic style. All the first floor windows have circular pediments. The second floor centre windows are in Doric style, while the two end windows have moulded architraves.

The main entrance has the name of the Bank cut in it and gilded over.

There is a balustrade to a flat roof, while at each side there are copings with carved swags and shields.

TWENTY YEARS OF CRICKET.

Striking Contrasts of Style.

When I first began to play county cricket in 1894 C. B. Fry was captain of the Oxford XI, W. G. Grace, though forty-six years of age, was playing in Test Matches and continued to do so until 1899, and K. S. Ranjitsinhji had just left Cambridge and was not yet qualified for Sussex. A. E. Stoddart, W. W. Read, Shrewsbury, and W. Gunn were in their prime, F. S. Jackson had been brilliantly successful for England v. Australia in the previous season, and Richardson and Lockwood of Surrey were a wonderful pair of fast bowlers. Another bowler of the last school was Mold, of Lancashire, and the slow left-handed type had worthy representatives in Peel of Yorkshire, and Briggs of Lancashire.

In the Early 'Nineties.

In that season S. M. J. Woods and F. S. Jackson bowled unchanged in Gentlemen v. Players at Lord's, and among the promising "colts" were A. C. McLaren, Tom Hayward, J. T. Brown, and J. R. Mason, while G. L. Jessop, whose first season it was for Gloucestershire, was described by "Wisden" as "displaying considerable natural aptitude for the game"! Of the men who were playing in 1894 and who figured in county elevens in 1913 only H. K. Foster, W. G. Quaife, Santall, Hayward, J. Douglas, J. T. Hearne, J. R. Mason, Hirst, A. O. Jones, G. L. Jessop, and W. Mead remain, besides myself. The "googlie" was unheard of then, and swerving was practically unknown. Rawlin and Walter Wright being its only exponents so far as I can recollect.

My first appearance in a first-class match was for M.C.C. v. Oxford, at Oxford, when I made 0, clean bowled, and 18 l.b.w., and caught C. B. Fry at short leg off Mead. I can recollect the ball which bowled me even now. It turned from the off on a slow wicket and I played forward only to hear the fatal crash. To-day I would never dream of playing forward to a similar ball, and believe I could play it back easily, but I may be throwing bouquets at myself, as the Americans say!

W. G.'s Record.

My first Middlesex match was v. Somerset at Taunton, and my scores were modest enough, only 6 and 4, but Middlesex won by 19 runs after a thrilling fight. A. J. Webb, captain, A. E. Stoddart, Sir T. O. O'Brien, and G. MacGregor were the great names in the Middlesex eleven, and I was delighted when any of them spoke to me. I thought them all heroes! Of that side only J. T. Hearne and myself are still to be found doing duty, the one with twenty-four and the other with twenty years' service to his credit.

In the following season 1895,

W. G. scored a thousand runs in May, and finished up with an aggregate of 2,346 and an average of 51—nd Ranjitsinhji, now qualified for Sussex, was in great form. But to go through each season in detail would be impossible in the course of a single article, and would probably be somewhat wearisome to my readers; I shall, therefore, confine myself to a general survey and comparison of cricket and cricketers in the twenty years between 1894-1913.

Sticky Wicket Play.

Looking back at all the splendid names which come to mind during my experience of twenty years, one is apt at first sight to think that there are no giants quite like the giants of one's youthful days, but a calmer reflection and a careful perusal of form leads one to the conclusion that there are as good fish in the sea to-day as ever came out of it. Of one thing, I am certain, and

GAMBLING IN A WORKHOUSE.

Twenty Years of Cricket.

Severe disciplinary measures have been taken by the master of the Birmingham Workhouse to stop betting among the inmates. Several of them have been placed on bread and water diet.

On Chester-Cup day two of the inmates of the old men's invalid ward announced their willingness to accept bets, and a number of the inmates laid odds in various amounts, ranging from 1d. to 1s. The bets were accepted on the basis of the latest odds in the newspapers. The proceedings had to be carried on with the greatest secrecy.

After the race there was considerable excitement in the house, several inmates having won. At the time arranged for paying over the money the two "bookmakers" were not to be found, and a deputation was sent in search of them.

In their tour of the wards they encountered the doctor, who reported the facts to the master. An investigation followed, and it was found that the "bookmakers" had in their possession or concealed on a beam in the ward about a sovereign in silver and coppers. The chief offenders were placed on a diet of bread and water for two days. Others taking part in the gambling have been deprived of their allowance of tobacco, and they will not be permitted their day out for the present.

but I do not think I am guilty of an exaggeration in maintaining that the science of sticky wicket play is better understood than it was.

Wicket-keeping to-day is as splendid as ever, but it cannot be said to be better than it was, when one thinks of such men as G. MacGregor, Lilley, Storer, and others, but as I have said, the name of lieutenant commander as a promotion by giving extra pay with it would help matters somewhat.

PROMOTION OF MIDSHIPMEN.

Twenty Years of Cricket.

By way of giving the smart boys a chance steps have been taken to quicken the promotion of midshipmen. An Admiralty order gives promising middies the option of now taking their examination in seamanship four months earlier than the scheduled time. This order comes into operation next September.

Middies who take advantage of it and pass will be promoted to acting sub-lieutenants at once, and allowed to sit for their other "subs." examinations in the usual course. If they fail they will lose nothing by it, as they can then sit again at the usual time. Accelerating promotion in this way is a very good thing as far as it goes. But when will the Admiralty do something to relieve the block in the lieutenants' list? As matters now stand a great many officers can get no further than lieutenant commander, which is a purely honorary rank, because the number of higher positions is so limited. This is not wholly a question of ability, for if every lieutenant were a "five firsts" man only a certain number would still be able to reach commander and above. If the Admiralty recognise the name of lieutenant commander as a promotion by giving extra pay with it that would help matters somewhat.

When the fisherman informed the Miners people that a woman was imprisoned under the boat, Mr. E. J. Hales, Chief Officer of the steamer, volunteered to go to her rescue. Though the sea was running high, a boat was successfully lowered in which Mr. Hales reached the capsized boat. Climbing up on the keel, the officer set about cutting a hole in the hull with an axe to release the imprisoned woman. In the meantime, Mr. Hales' boat was carried away, but he fearlessly proceeded with his work. After about half an hour's strenuous labour he made a hole big enough to drag the woman through. When he got her out, she was almost in a state of collapse. The Miners lowered another boat and picked them up. The shipwrecked people were handed over to the police on the steamer's arrival at Moji.

The above incident was related to a representative of the Japan Chronicle by the Japanese pilot who took the Miners from Kobe to Moji. He warmly eulogized the courage and resource shown by the British officer.

Our Best Bowlers.

Slower than Booth is Albert Relf, with his immoderate length and swerve both ways. D. W. Carr and J. W. Hearne represent the English googlie school, and on his day end in his hour I believe the latter to be our greatest exponent of this particular style. He spins the ball tremendously, and comes off the pitch at an amazing pace. B. J. T. Bosanquet was, as all the world knows, the inventor of the "off-breaking leg-break," and he taught it to the South Africans, who, in A. E. Vogler and G. A. Faulkner, produced the two best googlie bowlers the world has yet seen, though H. V. Hordern, the Australian, is a close rival.

England's Strength.

Of the fast left-handed swingers F. R. Foster in Australia in 1911-12, and in the English summer of 1911 was the best I have ever seen of his methods.

On the whole, in considering England's strength things could hardly be better at the present moment. We won the rubber in Australia in 1911-12; we came out first in the Triangular, and we have since defeated South Africa quite easily. In Hobbs we have the best bat in the world at the present time—one worthy of comparison with any of the giants of the past—and Barnes, beyond all question, the best bowler. A further encouraging fact is that we have so many men who, while still young, have reached the top of the tree—J. W. Hearne, Woolley, and Mead, for instance; and I believe that at the present time we could put an eleven into the field not unworthy

of comparison with the great England elevens of 1896 and of 1902.—P. F. Warner in the *Globe*.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alderney	Despatch-boat	1,700	12	2,000	Comdr. A. Cochrane	Cruising
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Braunfels	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwall	Yangtze
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Chorub	Water tank and tug	300	—	300	Master H. Smith	Hongkong
Chelmer	T. B. Destroyer	560	—	7,550	Lt.-Com. H. T. England	Penang
Clio	British sloop	1,070	6	1,400	Comdr. M. Mackenzie, D.S.O.	Weihaiwei
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Hongkong
Jackal	Torpedo boat destroyer	—	—	—	Lt.-Com. G. A. Mullock	Yangtze
Kinsella	River gunboat	616	4	1,200	Lt.-Com. H. Marrett	Yangtze
Kennott	Torpedo-boat destroyer	—	—	—	Lt.-Com. Biddam Whetham	Hongkong
Merlin	Surveying ship	1,010	—	—	Lt.-Com. C. J. B. Gibson	Labuan
Minotaur	1st class cruiser	14,000	—	27,000	Capt. E. B. Kidd	Weihaiwei
Neptune	River gunboat	180	2	800	Lt.-Com. Alau Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Ribble	Torpedo-boat destroyer	590	—	7,500	R. W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depot-ship for Submarines	980	—	1,400	Lt.-Comdr. Cromie	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Sutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	350	6	3,000	Comdr. W. H. Ryder	Hongkong
Teal	River gunboat	180	2	800	Lt.-Com. Guy Stoppford	Yangtze
Thistleg	Gunboat	710	2	900	Lt.-Com. H. R. N. Cotrell-Dormer	Swatow
Triumph	—	11,915	—	12,500	Capt. P. Streather	Hongkong
Tamar	Receiving Ship	—	—	—	Comdr. Anstruther	Hongkong
USS	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Marwell	Weihaiwei
Virago	Torpedo-boat destroyer	355	6	8,300	Lt.-Com. H. D. Adsir-Hall	Weihaiwei
Welland	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Weihaiwei
Whiting	Torpedo-boat destroyer	360	6	8,000	Lt.-Com. R. Neville	Weihaiwei
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. C. Borrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
C. 36,	—	—	—	—	Lt.-Com. Pope	Hongkong
C. 37,	—	—	—	—	Lt.-Com. McGillivray	Hongkong
C. 38,	—	—	—	—	Lt.-Com. J. Gaines	Hongkong
T.B. 035,	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036,	—	—	—	—	Lt.-Com. T. Barton	Hongkong
T.B. 037,	—	—	—	—	Lt.-Com. Nicol	West River
T.B. 038,	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jerram, K.C.B., O.V.O., O.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.

Dupleix **	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Killoer	Armoured cruiser	9,700	12	19,800	Capt. Gourès	Hongkong
Decree	Gunboat	645	10	1,000	Lieut. Vaudier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongka
Dondard de Lagres, Gunboat	—	—	—	—	Lieut. Dupuy Dutemps	Tchong-kin
** Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station	—	—	—	—	—	Chiau Sustion
Lynx	Submarine	—	—	—	Lieut. Boluix	Saigon
Proteo	Submarine	—	—	—	—	Saigon
Styx *	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Urberville	Destroyer	—	—	—	Capt. de Frigate Ronisen	Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Menche	Surveying-ship	1,825	10	9,000	Com. Voisin	Saigon
* Flagship of Commodore Boucicaut, Commanding the local defence Indo-China.						

German.

Enden	Cruiser	3,800	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,000	36	26,000	Captain Bruninghaus	Tsingtau
Iltis	Gunboat	900	12	1,300	Comdr. Sachsse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Hirtle	Yangtze
Scharnhorst	Flagship	11,000	36	26,000	Capt. F. Schatz	Tsingtau
S. 90	Torpedo-boat	400	8	8,500	Capt. Lt. Brunner	Tsingtau
Taku	Torpedo-boat	230	4	6,000	Obit. z. S. v. Mauburg	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Bocke	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Obit. z. S. Dressler	Yangtze
Admiral	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patris	Gunboat	700	—	—	Capt. Luiz A. de Magalhaes Correa M.	—

UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. R. Mann	—
A-6	—	—	—	—	Ensign H. L. R. Daffey	—
A-7	—	—	—	—	Ensign R. I. Wood	—
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. C. S. Keller	—
Callao	Gunboat	243	8	250	Ensign W. L. Bock	Canton
Chancery	Torpedo-boat destroyer	420	7	8,000	Lieut. J. C. Gennings	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lieut. K. Colman	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lieut. E. Dury	Cavite
Elcano	Gunboat	820	4	800	Lt. Com. V. S. Gannon	Shanghai
Heleia	Gunboat	1,302	8	1,988	Com. G. R. Marwell	Shanghai
Mohican	Station ship	1,000	6	1,100	Lieut. V. R. Lowe	Cavite
Monadnock	Monitor	3,900	6	3,600	Lt. Y. Rorschach	Olongap
Monterey	Monitor	4,084	4	5,277	—	—
Panpanga	Gunboat	243	8	1,600	Ensign P. J. Peyton	Cavite
Pescatiqua	Sea going-tug	854	2	—	Lt. Com. U. W. ...	—
Pompey	Repair ship	3,085	—	—	Lt. Com. P. L. ...	Hongkong
Samar	River boat	—	—	—	Lt. Com. P. L. ...	Shanghai
Wilmingtton	Cruiser	—	—	—	Lt. Com. P. L. ...	—
Saratoga	Flagship	—	—	—	Lt. Com. P. L. ...	—
Galveston	Rainbow Cruiser	—	—	—	Com. P. L. ...	—

THE HONGKONG TELEGRAPH, WEDNESDAY, JUNE 17, 1914.

MARKET PRICES.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong. Subject to Alteration).

For	Steamship	On
S'HAL, Moji & Kobo	Kutsang	Thur., 18th June at d'light
SHANGHAI & Tsingtau	Kwongsang	Thur., 18th June at d'light
MANILA	Longsang	Sat., 20th June at 2 p.m.
S'PORE, Pang & C'cutta	Yatshing	Sat., 20th June at 2 p.m.
T'TSIN via W'wei	Cheong-ching	Sun., 21st June at d'light
KOBE & Yokohama	Kumsang	Tues., 23rd June at noon
S'PORE, Pang & C'cutta	Namsang	Thur., 25th June at 2 p.m.
MANILA	Yuenzang	Sat., 27th June at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobo (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplied by the "Fook-sang," "Kumsang" "Lovat," "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobo and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtsze Ports, Choo-ko, Tientsin, Danty, Weihsien, Tsingtau.

Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simpang, Tawau, Usukan, Jesselton and Lebuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD. Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—No reward.

For Steamers. Date of Sailing
LONDON & ANTWERP... Radnorshire 8th July.

Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA, V'VVER, S'TLE, } Monmouthshire 2nd July.

TACOMA & P'LAND, } Den of Alie 10th Augus.

TACOMA & P'LAND... Cargo accepted through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN.

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched bi-weekly at regular intervals taking passengers and cargo at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. Agents. 14

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

HIPBUILDERS, SHIPBUILDERS & REPAIRERS. BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE.

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6".

Pumps empty Dock in 2/3 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CHAINES throughout the Shop, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for:

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.

C.6 type Motor and Reserve Gear.

B.H.P. Pacific 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR DUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REIL, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address—TAIKOODOCK.

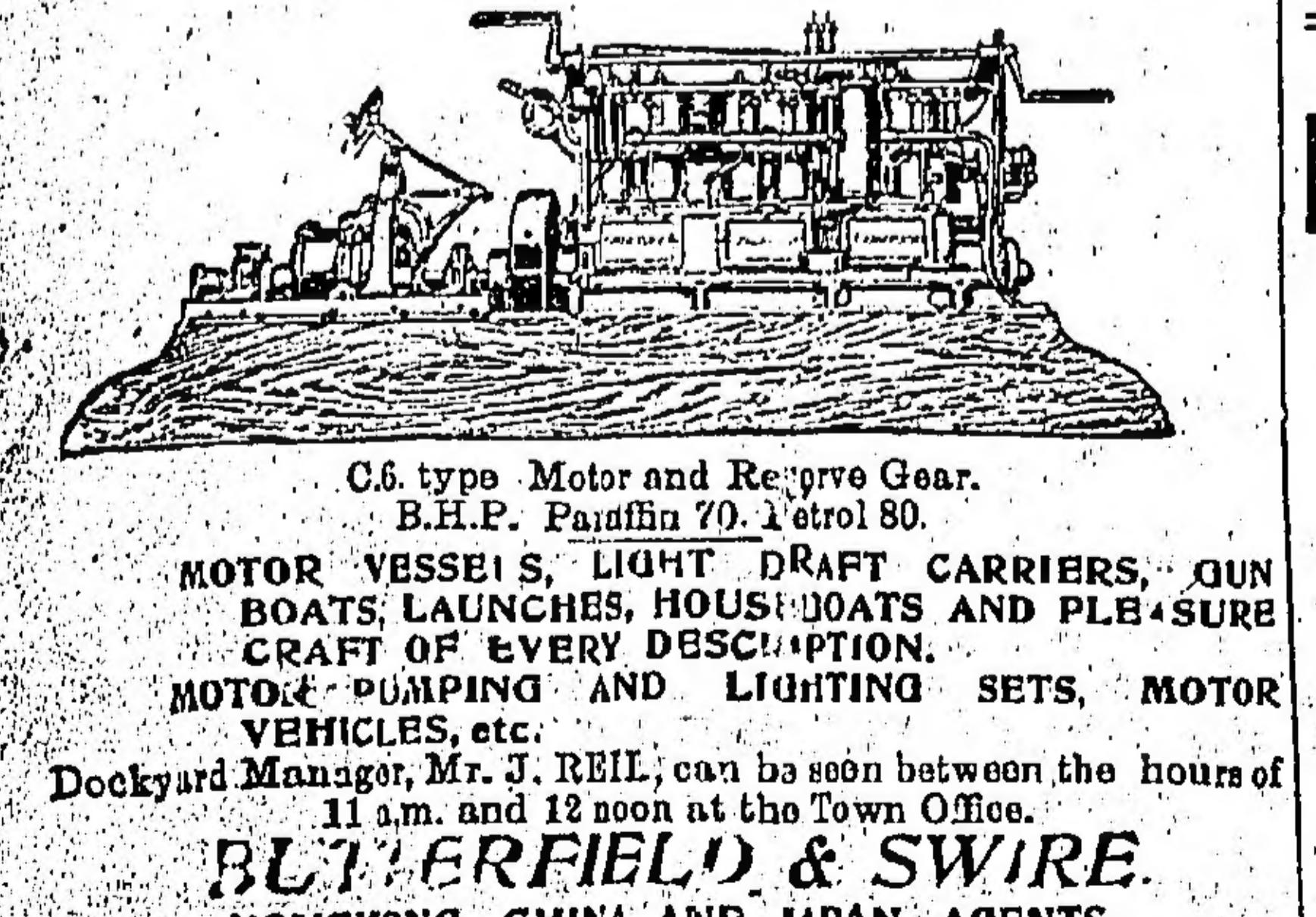
TELEGRAPHIC NO. 211.

A. B. THE SWEDISH TRADING CO., LTD. Agents.

REPRESENTATIVES FOR J. & C. G. BOLINDERS, A.

STOCKHOLM.

FOR CHINA, FORMOSA, AND PHILIPPINE ISLANDS.



VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Havre, R'dam, H'burg & Antwerp	Wuerberg	H. A. L.	19, June
London, via Usual Ports of Call	Detta	F. & O.	20, June
Hamburg & Antwerp &c.	Saardmark	H. A. L.	24, June
London & A'werp via Sp're etc.	Nellore	F. & O.	24, June
N'les, G'oa, A'ras, L'bon, S'ton, &c.	Goebon	M. & Co.	24, June
Marselles via Saigon, Sp're, Colombo, Port Said	V. Clotat	M. M.	30, June
Marselles, Rotterdam etc.	Holgeland	M. & Co.	M. of June
M'le, R'dam, H'burg & Bremen	Borkum	M. Co.	E. of June
Marselles, Rotterdam etc.	Altair	M. Co.	B. July
T'le, Flume V'ce, v' Sp're etc.	E. F. F'and	S. W. Co.	7, July
M'les, Havre, Emden & H'burg	Sorovia	H. A. L.	13, July
Trieste, Venico via Straits, etc.	Goldenfels	Africa	15, June
Havre, Bremen & Hamburg	Prousson	H. A. L.	19, July
Havre, Emden & H'burg	Enden	H. A. L.	20, July
Havre & Hamburg &c.	Silevia	H. A. L.	29, July
Dunkirk & Hamburg	M'kommannia	H. A. L.	5, Aug.
	Frista	H. A. L.	10, Aug.

AUSTRALIA.

	Mexico M.	O. S. K.	24, June
New York	E. of Japan	C. P. R.	25, June
San Fr'co via K'lung, S'hai & Japan	Montrose	D. & Co.	26, June
Vancouver via S'hai, Japan etc.	Mongolia	P. M. Co.	26, June
Victoria, Vancouver, Seattle, Tacoma & Portland	Monteagle	C. P. R.	1, July
V'ia, B.O. T'ma via K'lung, Japan	Monmouth	J. M. Co.	2, July
San Fr'co via Manila & Japan &c.	Chicago M.	O. S. K.	2, July
Victoria, V'ver, S'tle & P. (Or.)	Persia	P. M. Co.	9, July
Victoria, V'ver, S'tle & P. (Or.)	Minnesota	N. Y. K.	14, Aug.
	Andalusia	H. A. L.	2, Aug.
	Sithonia	H. A. L.	9, Sept.

SINGAPORE, COAST PORTS AND JAPAN

Australia	St. Albans	G. L. Co.	19, June
Australian Ports via Manila	Tangz M.	N. Y. K.	1, July
Australian Ports via Manila	Tatyuan	B. & S.	7, July
Australia	Eastern	G. L. Co.	10, July
Australian Ports via Manila	P. Sigismund	M. Co.	11, July

Shanghai, Kobe and Yokohama	Silosia	H. A. L.	18, June
Kobe and Yokohama	Iyo M.	N. Y. K.	18, June
Shanghai, Moji & Kobe	Kutsang	J. M. Co.	18, June
Shanghai	Himalaya	P. & O.	18, June
Kobe and Yokohama	Kirin M.	N. Y. K.	18, June
Shanghai and Tsingtau	Kwonggang	J. M. Co.	18, June
Shanghai	Luchow	B. & S.	18, June
Shanghai, Moji, Kobe & Y'hama	Nagoya	P. & O.	18, June
Swatow, Amoy and Foochow	Haitan	D. L. Co.	18, June
Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. Co.	20, June
Singapore, Penang and Calcutta	Yatshing	J. M. Co.	20, June
Shanghai & Tsingtau	Chenan	B. & S.	20, June
Shanghai, Kobe and Yokohama	Duijin M.	O. S. K.	21, June
Tamsui via Swatow and Amoy	Cheongshang	J. M. Co.	21, June
Spore, Batavia, Cheribon, etc.	Hsiojun M.	D. & Co.	22, June
Bombay via Singapore, Colombo	Rungoon M.	O. S. K.	22, June
Kobe	P. Sigismund	M. Co.	23, June
Manila, Cebu & Iloilo	Laming	B. & S.	23, June
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	23, June
Anping, Takao via S'ow & Amoy	South Maru	O. S. K.	24, June
Ho-how and Haiphong	Kaifong	B. & S.	24, June
Shanghai, Moji & Kobe	Jinsen M.	N. Y. K.	25, June
S'hai, Tsingtau, Kobe & Y'hama	Kleist	M. & Co.	25, June
Singapore, Penang and Calcutta	Namsang	J. M. Co.	25, June
Shanghai, Kobe & Y'hama	Yuenzang	J. M. Co.	25, June
Nagasaki, Kobe and Yokohama	Atlantique	M. M. Co.	25, June
Shanghai	Nikkō M.	N. Y. K.	30, June
Kobe	Koerber	S. W. Co.	2, July
Kobe via Shanghai, Yokohama	Silesia	S. W. Co.	3, July
Shanghai, Kobe & Yokohama	C. F. Ladizs	H. A. L.	3, July
Shanghai, Y'ham, Kobe and Moji	Nippon	S. E. A. Co.	4, July
Bombay via Sp're etc.	Hokuto M.	D. & Co.	6, July
Moji, Kobe and Yokohama	Seneogambia	H. A. L.	12, July
Jesselton, Kudat and Sandakan	H. A. L.	H. A. L.	27, July
Shanghai, Kobe and Yokohama	Kawachi M.	N. Y. K.	29, July
S'hai, Moji, Kobe & Y'kaichi	Alesia	H. A. L.	14, Aug.
B'avia, Oenbon, Samarang, &c.	Tjilatjap	J. C. J. L.	Q. desp.
Japan	Tjilatjap	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjilatjap	J. C. J. L.	Q. desp.</

Public Auction.

GEO. P. LAMMERT,
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on Monday & Tuesday the 22nd. & 23rd. June 1914 commencing each day at 2.30 p.m. at No. 16 Humphreys Building, Cornwall Avenue, Kowloon:

The Whole of the Valuable Furniture, Blackwood-Ware & Chinese Curios contained therein.

comprising:—
HANDSOMELY CARVED BLACKWOOD SIDEBOARD, DINNER WAGGONS, ROUND DINING TABLE & CHAIRS, SILVER CABINET, BOOK CASE, PORCELAIN INLAID SCREEN, HATSTAND, PEDESTALS, FLOWER STANDS, & TEA TABLES etc. etc.

SILVER CANTEEN SET (French), FISH KNIVES & FORKS, FRUIT-KNIVES, TEA SET, 5 SALVERS, PUNCH BOWL, KETTLE, CANDLESTICKS & VASES, etc. etc.

VERY HANDSOME VENETIAN GLASS, BACCHARAT TABLE, GLASS-WARE, CUT-GLASS BOWLS & DECANTERS, etc. etc.

FINE PERSIAN RUGS, VERY FINE JAPANESE SILK EMBROIDERED PICTURES, (gold medal, Tokyo exhibition), HANGINGS, CUSHION COVERS, WATER COLOURS, etc.

STAINED TEAK BEDROOM SUITE, DOUBLE BRASS BEDSTEAD, BOX COUCH, LADY'S WRITING DESK, TEA & OCCASIONAL TABLES, SOOCHOW CURTAINS, HANDSOME ELECTRIC FITTINGS & FANS, PLUSH & SILK UPHOLSTERED EASY CHAIRS, JAPANESE CHERRYWOOD CARD TABLE, etc. etc.

VICTOR CABINET GRAMOPHONE with records by Caruso and other well known artists.

Cottage Piano by Hoff Steel wire piano

A Collection of Antique Chinese Curios and Bronzes from Ming to T'ouk'wo.

Comprising:—
5-COLOURED, BLUE AND WHITE VASES, PLATES & BOWLS, IMPERIAL CHINA SANG-DE-BEUF VASES, IVORY & JADE ORNAMENTS, JADE & GLASS SNUFF BOTTLES, MING BRONZES & ENAMEL, etc. etc.

I French Enamel Medallion "Satyr and Nymph"

On view on Saturday, the 20th, and Sunday 21st, June 1914.

Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Don't forget after the Show Supper, and Light Refreshments ALEXANDRA CAFE (open till midnight).

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkin's. Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tables, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF KEEF BLOCKS	ENTRANCE BREADTH	DEPTH OVER BELL AT ORDINARY SPRING TIDES	RISE OF TIDE	SPRING	NEAP
KOWLOON						
No. 1 Dock, Kowloon.....	700' { 85' top bottom }	30'	7' 6"			
No. 2 Dock, Kowloon.....	311' 6"	74'	7' 6"			
No. 3 Dock, Kowloon.....	86' 6"	60' 3"	7' 6"			
Patent Slip, No. 1 Kowloon.....	86' 6"	60'	7' 6"			
Patent Slip, No. 2 Kowloon.....	86' 6"	60'	7' 6"			
TAIKO-TSUI						
Comptopolitan Dock.....	410'	85'	80'	7' 6"		
ABERDEEN						
Horn Dock.....	410'	84' 6"	83' 10"	7'		
Lamont Dock.....	333'					

HEAD OFFICE: KOWLOON.
Telephone No. 1 K.

TELEGRAMS:

No. 20 Hongkong.

</div

PANAMA EXHIBITION.

We Get "Left" by the Germans

A trustworthy correspondent, who has just arrived in London from San Francisco, informs *The Times* that everybody there connected with the Exhibition of 1915 is mystified, as well as mortified, at the attitude of Great Britain in view of the German preparations that are being made. He went over the Golden Gate Park Grounds, with the architect, who is responsible for the buildings of the Exhibition, and discovered from him that, unless immediate application were made, there would be great difficulty now in allotting any position for a British Pavilion, should the Government at this late hour modify its decision not to be represented. On the other hand, though Germany, in accordance with her engagement to Great Britain, officially holds aloof, an excellent site has been given for a German building, to contain an important exhibit of German industries and manufactures, which will be one of the most prominent features of the Exhibition.

Hitherto there has been no sufficient explanation why the movement last year in Germany, headed by Herr Ballin, to put pressure on the Reichstag to obtain a reversal of the German Government's decision, should have collapsed as suddenly as it did in November. But if our information is correct, the reason would now seem to be that German manufacturers had quietly taken action on behalf of their country.

San Francisco, May 20.

The exhibits for the German section of the San Francisco Exhibition, which will number something like 10,000 specimens, are beginning to arrive here. The organization which is in charge of the exhibits has its headquarter at 56, Unter den Linden, in Berlin.

The Germans asked for 20,000 square feet of floor space from the Exhibition authorities for their social economy and education sections. They have been awarded 15,000 square feet.

PLEASING FOR HUSBANDS.

Dr. Hyslop made a revelation of really high importance to married women, in the course of an address at the Lyceum Club. He said:—

"In normal cases when a person falls asleep the senses gradually sink during the first two hours. Then there is a return towards consciousness, when, if one has had an indigestible meal, one is apt to wake up."

"After that the individual again sinks down into deeper sleep and, then gradually comes closer and closer to consciousness. That is the time when the subconscious activities become most pronounced."

"That is the time par excellence to make a suggestion to anyone if you want to get anything out of them."

"If a lady wanted to get something out of her husband she should make the suggestion when he was in this condition."

IT IS WHAT YOU GET MORE THAN WHAT YOU PAY. THE DOUBLE STRENGTH MEANS DOUBLE VALUE.

LOTUS MOKHA
IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

AUSTRIAN TRADE IN CHINA.

Sound Advice in a Consular Report.

The Austro-Hungarian participation in the trade of N in China is a very small one, limited to those special national productions that have acquired a world-wide reputation. But such goods are expensive, and the poor Chinese cannot afford to pay for them. The Austrian Consul at Tientsin does not think the trade to be done in these goods worth special effort. But, on the other hand, to do business in goods that may find a market amongst the Chinese population generally requires considerable cash outlay, energy, punctuality, sacrifice, patience, etc., just as much as would be necessary to conquer a European market, for there is keen international competition in China. It is a great error, he says, to suppose that Chinese business or its acquisition does not require care in manufacture and the assiduous attention of the merchant. He who is not ready to act in accordance with the views here expressed will do better to leave the Chinese business alone. Deliveries must conform strictly to stipulations as to quality and other conditions. Further, the business should not be entered on without a close acquaintance with local requirements, failing which much money may be lost by attaching much importance to certain, perhaps locally unimportant, points, and neglect of considerations that outsiders might easily consider to be of little or no account.

He is of opinion, as quoted in the *Österreichische Wollen und Seiden Industrie*, that it is out of the question in the present state of things in North China to think of dealing direct with Chinese there. The business should be done with foreign houses that have branches on the spot. There are two import and export Austrian houses at Tientsin. Nearly all foreign trading houses deal almost exclusively with their parent houses in London, Hamburg, Vienna, etc., giving preference naturally to their respective countries' productions. It appears to be almost impossible for a stranger to do business with these houses, whose uniform reply to outsiders is that they have already arranged for supplies of the classes of goods that such newcomers may offer. It follows, therefore, that to do business with China requires a strong, well-capitalised and thoroughly experienced business house. Therefore, those who would do business with China, if they will not do the thing on the required scale suggested, should try to get into touch with the large Chinese houses in Europe.

SILIMPON COAL.
BUNKERS

can be supplied at cheap Rates

at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

In future the outward Siberian Mails will be forwarded from Shanghai by the Tientsin Peking Railway, which makes connection with the Trans Siberian Mail Trains. These mails are closed at the Shanghai British Post Office at 11.30 a.m. and 5 p.m. on Monday, and at 8.30 p.m. on Thursdays.

The E. of Japan with the Canadian Mail and Mail from London (via Siberia) of 39th ult., left Shanghai on Tuesday the 16th inst., at 2 p.m. and is due to arrive here on Friday, the 19th inst., at 7 p.m.

MAILS DUE.

Canadian, E. of Japan, 19th inst.

MAILS VIA SIBERIA.

Left London Due Shanghai June 13.

May 27 June 13.

May 30 June 13.

5 p.m.

Shanghai and North China (Europe via Siberia)—Per HIMALAYA, 17th inst., 5 p.m.

Siberia Mail.

Shanghai and North China (Europe via Siberia)—Per HIMALAYA, 17th inst., 5 p.m.

To make connection with the Dalny steamer leaving Shanghai on Monday the 22nd inst., at 10 a.m.]

Amoy—Per SEANGBEE, 17th inst., 5 p.m.

Shanghai, North China & Japan via Moji—Per ST. EGBERT, 17th

inst., 5 p.m.

Shanghai & N. China—Per HYSONG, 17th inst., 5 p.m.

Fort Bayard—Per AMERICAN, 17th

inst., 5 p.m.

TO-MORROW.

Shanghai, North China & Japan via Moji

—Per NAGOYA, 18th inst., 9 a.m.

Straits—Per MINERIC, 18th inst., 10 a.m.

Fort Bayard, Haiphong and Pakhoi—Per

HUE, 18th inst., 11 a.m.

Shanghai & N. China—Per LUCHOW,

18th June, 3 p.m.

Saigon—Per LYEMEON, 18th inst., 4 p.m.

Japan via Kobe—Per TAKADA, 18th

inst., 5 p.m.

FRIDAY, 19th June.

Philippines, Timor, Australia &

Tasmania & New Zealand via

Port Darwin—Per ST. AL-

SANS, 19th June, 11 a.m.

Amoy and Foochow—Per HAI-

TAN, 19th June, 10 a.m.

Swatow—Per PAKLAT,

19th inst., 11 a.m.

Swatow—Per CHILDAR, 19th inst., 11

a.m.

Straits—Per LEE, 19th inst., 11 a.m.

Hoibow—Per Haiphong & Pakhoi—Per

ELSBETH, 19th June, 5 p.m.

SATURDAY, 20th June.

Straits, Burmah, Ceylon, Ade-

laide, Western Australia, India

Aden, Egypt, and Europe via

Brindisi (Late Letters 11 a.m.

to noon. Extra Postage 10

cents) (Supplementary mail on

board up to the time fixed for

departure of the mail. Extra

Postage 10 cents) (Letter box

in time for the first clearance

will be included in this contract

mail). The Parcel mail will be

closed on Friday the 19th June,

5 p.m.—Per DELTA, 20th inst.,

11 a.m.

Straits, India, via Calcutta—Per JAPAN,

19th inst., 2 p.m.

Hoibow—Per Haiphong & Pakhoi—Per

ELSBETH, 19th June, 5 p.m.

SUNDAY, 21st June.

Straits, Batavia, Cheribon, Samarang &

Bourabaya—Per RIOJUN, M.

22nd inst., noon.

TUESDAY, 23rd June.

Philippines, Japan, via Na-

gasaki, Honolulu, U. S., South

America & Canada via San

Francisco—Per NIPPON, M.

23rd inst., 9 a.m.

Swatow, Amoy and Foochow—Per HAI-

YANG, 23rd June, 10 a.m.

Philippines—Per TAYMING, 23rd June,

1 p.m.

Wol-hai-wei & Tientsin—Per HU-

CHOW, 23rd inst., 11 a.m.

Japan via Kobe—KUMSANG, 23rd inst.,

11 a.m.

Shanghai & North China—Per SHOH-

ING, 23rd June, 3 p.m.

WEDNESDAY, 24th June.

Hoibow, Haiphong & Pakhoi—Per

KAIKONG, 24th June, 8 a.m.

Straits, Burmah, Ceylon,

Adelaide, Western Australia,

India, Aden, Egypt, and

Europe via Naples—Per

GOEBEN, 24th inst., 9 a.m.

Formosa via Keelung, Shang-

hai, North China, Japan

via Nagasaki, Victoria & Ta-

corna—MEXICO MARU, 24th

inst., 11 a.m.

Batavia, Samarang and Soerabaya—Per

JUIMANOEK, 24th inst., 11

a.m.

THURSDAY, 25th June.

Shanghai, North China, Japan,

via Nagasaki, United States,

South America and Canada via

Vancouver (Euro) via

Siberia—Per EMPRESS OF

PAPAN, 25th June, 10.30 a.m.

Straits & India via Calcutta—P.

NAMSANG, 25th June, 11 a.m.

SHIPPING NEWS.

ARRIVED.

Afries, Aus. 2,617, N. Ivanovich, 17th inst.—Foochow, 15th inst.—S. W.

Awa Maru, Jap. 3,912, S. Tomimura, 16th inst.—Seattle, Gon.—N.Y.K.

Elisabeth, Br. 2,551, A. H. Stewart, 17th inst.—Haiphong, 14th inst.—Rice & Co.

Haitan, Br. 2,133, A. H. Stewart, 17th inst.—Foochow, 14th inst.—Gen. & Co.

Miner, Fr. 2,987, J. C. Hall, 17th inst.—Keeling, 15th inst.—Gon.—B. L.

Riouji Maru, Jap. 2,983, Yamaguchi, 17th inst.—Keeling, 15th inst.—Coal & Co.

Sexta, Ger. 2,692, N. Jenson, 17th inst.—Singapore, 10th inst.—Gen. Order.

Tsimahi, Dut. 3,815, S. G. Cuttings, 17th inst.—Japan, 12th inst.—Gon.—J. C. J. L.

Yatizing, Br. 2,424, Jarrett, 16th inst.—Mojii, 10th inst.—Coal & Gon.—J. M. & Co.

WEATHER REPORT.

On the 17th at 10.35—Pressure has increased slightly over the lower Yangtze Valley and Tongking, and decreased moderately over central Japan and slightly from S. Japan to the Philippines. It is still highest in the neighbourhood of the Bonina.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.13 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. S. W. or variable winds, moderate.

2 Formosa Channel. S. W. or variable winds, moderate.

3 South coast of China between H.K. and Lamock. S. W. or variable winds, moderate.

4 South coast of China between H.K. and Hainan. S. W. or variable winds, moderate.

5 China Coast Meteorological Register.